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1961 CONVENTION

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JULY - AUGUST

1961

VOLUME XXI — NUMBER 4



La Reine High School, Suitland, Md. Plate 450.

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New York's Woodrow Wilson Houses. Architect: Pomerance & Breines, New York, N.Y. Structural Engineer: James Ruderman, New York, N.Y. Contractor: Leon D. DeMatteis Construction Company, Elmont, Long Island, N.Y.

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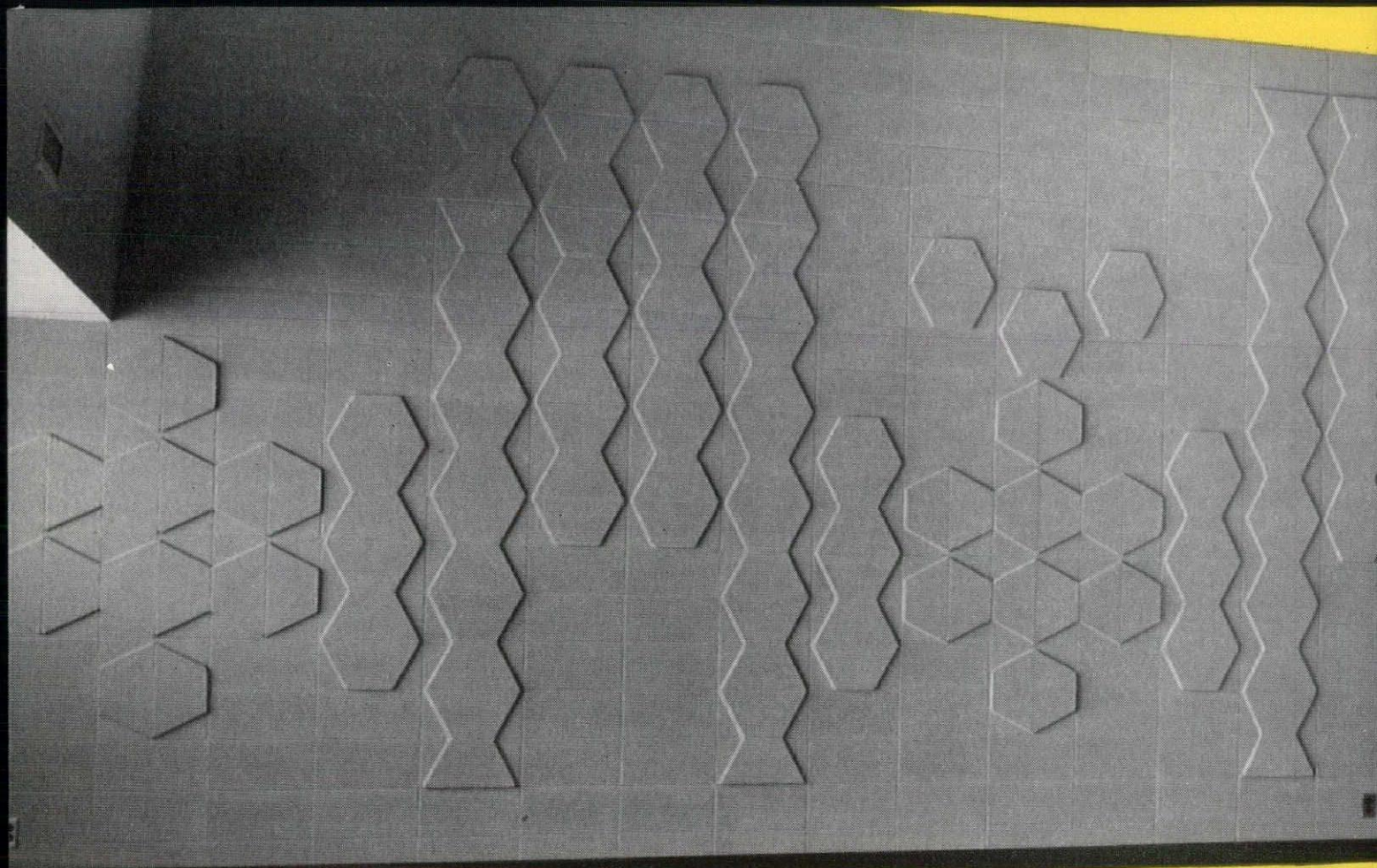
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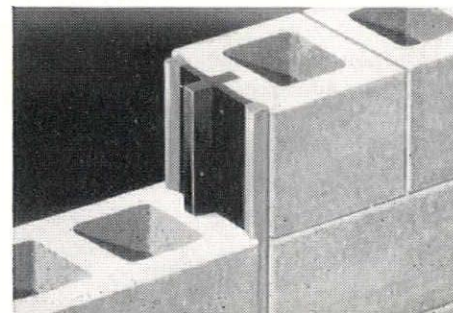
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CONTENTS FOR JULY - AUGUST, 1961

- 5 Ketchum and Sharp, Architects
- 17 Horatio Nelson White
- 20 Vince Phillips, Architect, Promoted
- 20 Rochester Architect Honored at Alfred
- 20 CSI Members Advanced to Fellows
- 21 "What Is Design?"
- 20 Vince Phillips, Architect Promoted
- 21 "What Is Design?"
- 26 Advanced Study
- 26 Urbahn and Brayton Appoint Associate
- 26 Architects Elect Directors
- 26 Eastern N. Y. Chapter Elects
- 27 Electric Problems in Hospitals

In this issue we are featuring the firm of Ketchum and Sharp. Mr. Ketchum is the newly elected regional director for this area. This is the first of a series that will be done showing the work of some of the architectural firms in the state.

See you at the ANNUAL CONVENTION

September 28th - 30th

Saranac Inn, Saranac Lake, N.Y.

Host Chapter - New York Chapter A.I.A.

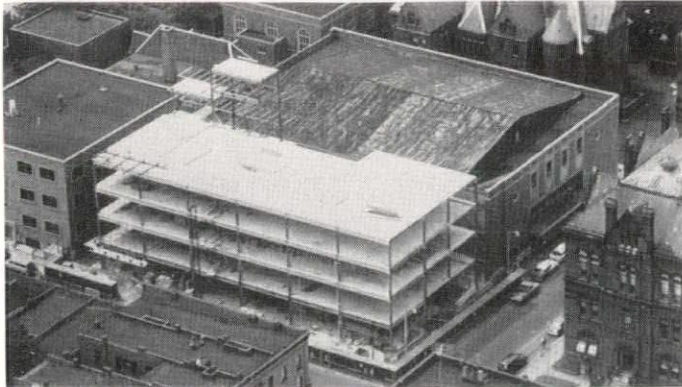
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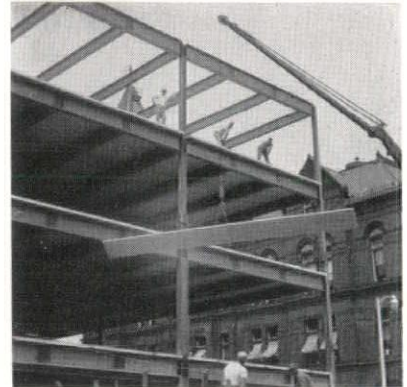
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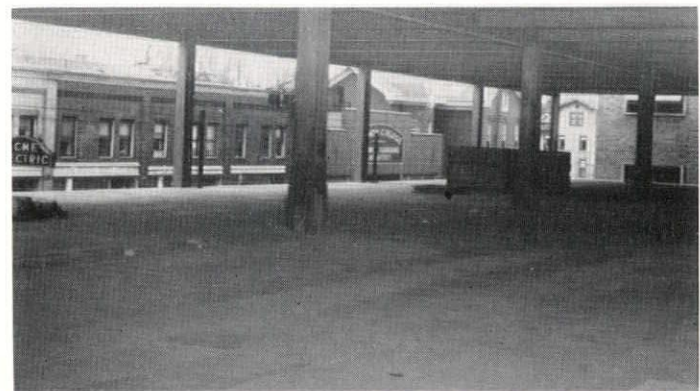


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MORRIS KETCHUM, Jr., F.A.I.A., recently was elected Director of the New York Region of the A.I.A. Author of the book "Shops and Stores," Mr. Ketchum has designed stores, shopping centers, and shops in thirty of the states as well as in Europe and South America.

A graduate of Columbia and Fontainebleau, he is also past president of the Architectural League of New York. He continues his interest in education by serving from time to time on the faculty of schools of Architecture including Yale and Pratt Institute.

Mr. Ketchum is licensed to practice in many states and the Canal Zone and holds an N.C.A.R.B. certificate.



J. STANLEY SHARP, A.I.A., partner in the firm of Ketchum and Sharp, Architects, received his Bachelor of Architecture degree from New York University. Before starting his own practice, he worked with a number of well-known New York architectural firms.

He is a member of the American Institute of Architects, New York State Citizens Committee for the Public Schools, American Association of School Administrators, and the Municipal Arts Society of New York, and is the author of many articles on school planning in professional and technical magazines. He has served on the design faculties of New York University and Vassar College, and has been a consultant for the Southwest Research Institute, San Antonio, Texas.

Ketchum and Sharp

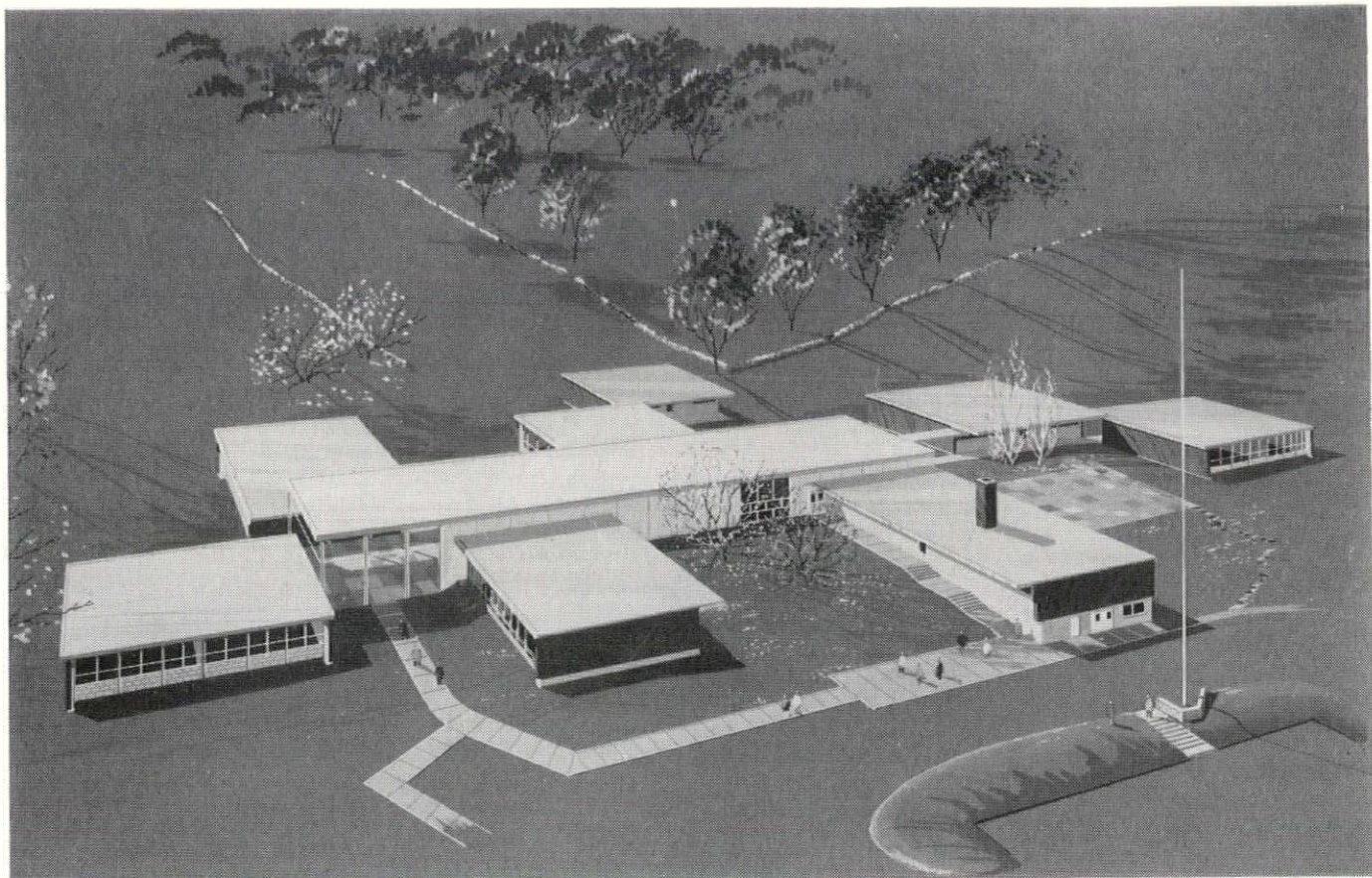
Architects

227 East 44 Street

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The firm of Ketchum and Sharp have designed many outstanding schools, institutions, and public buildings. They are also well known for their specialty shops, chain stores, department stores, and shopping centers throughout the United States and abroad.

Projects in which they are currently engaged include several buildings at Jersey City State College and dormitories and Rutgers-The State University and several elementary and junior high school projects in the metropolitan New York area. High schools in Darien, Connecticut; Cross River, New York; Greenlawn and Smithtown, L.I. have recently been completed.



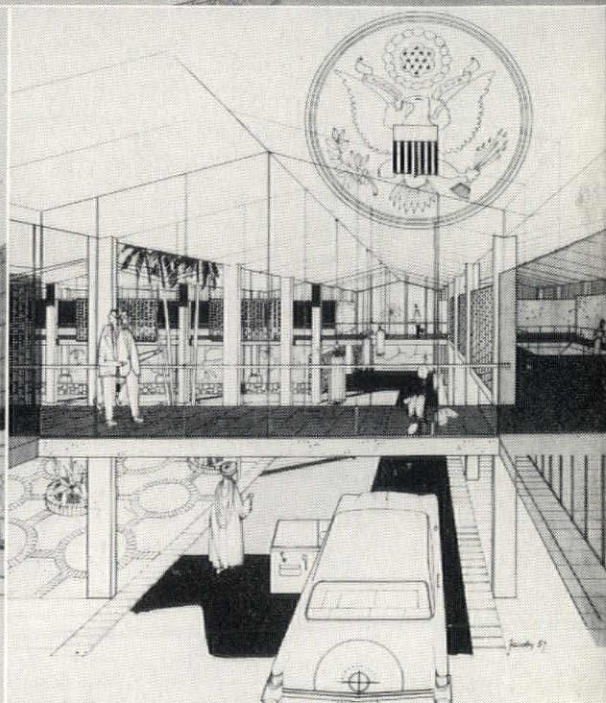
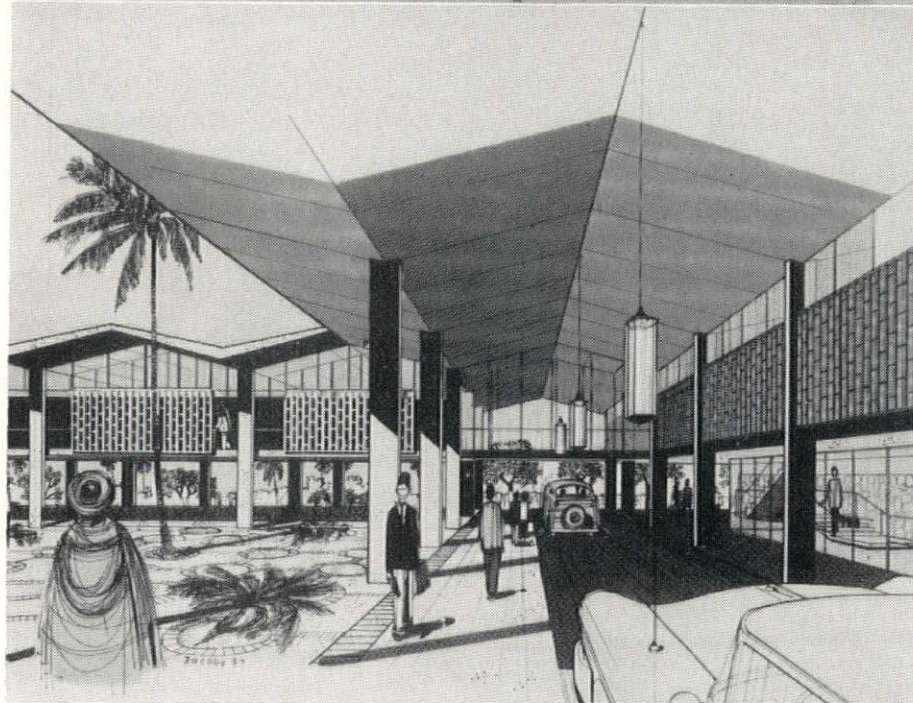
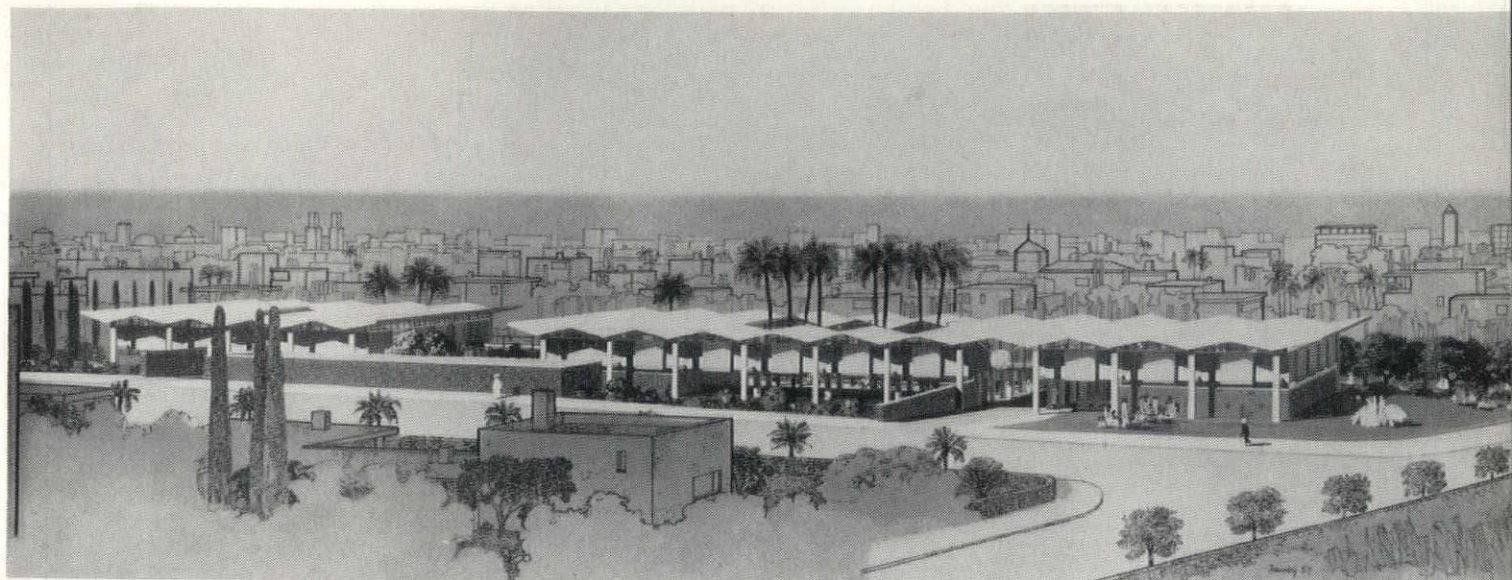
This historical prototype of today's publicly-accepted campus or cluster type school plan was completed in 1954 as a unique solution to a general education problem that confronted this school district. Required was a school plant that would utilize a moderately uneven site and reconcile stringent construction and maintenance economy with superlative teaching space. The resulting

building complex was a radical departure from the conventional school. Nine connected, but independent, buildings were erected to house 520 students in sixteen classrooms, a multi-purpose room, and an unusual roofed-over, open-air play area. In this plan, classrooms cluster about the activities area, but are isolated from central congestion, noise and distractions.

HOLLOW TREE SCHOOL

client	Town of Darien
location	Darien, Connecticut
partners-in-charge	J. Stanley Sharp and Robert MacKinnon

1955 AWARD FOR OUTSTANDING ARCHITECTURAL DESIGN,
"THE SCHOOL EXECUTIVE" 1954 COMPETITION
FOR BETTER SCHOOL DESIGN

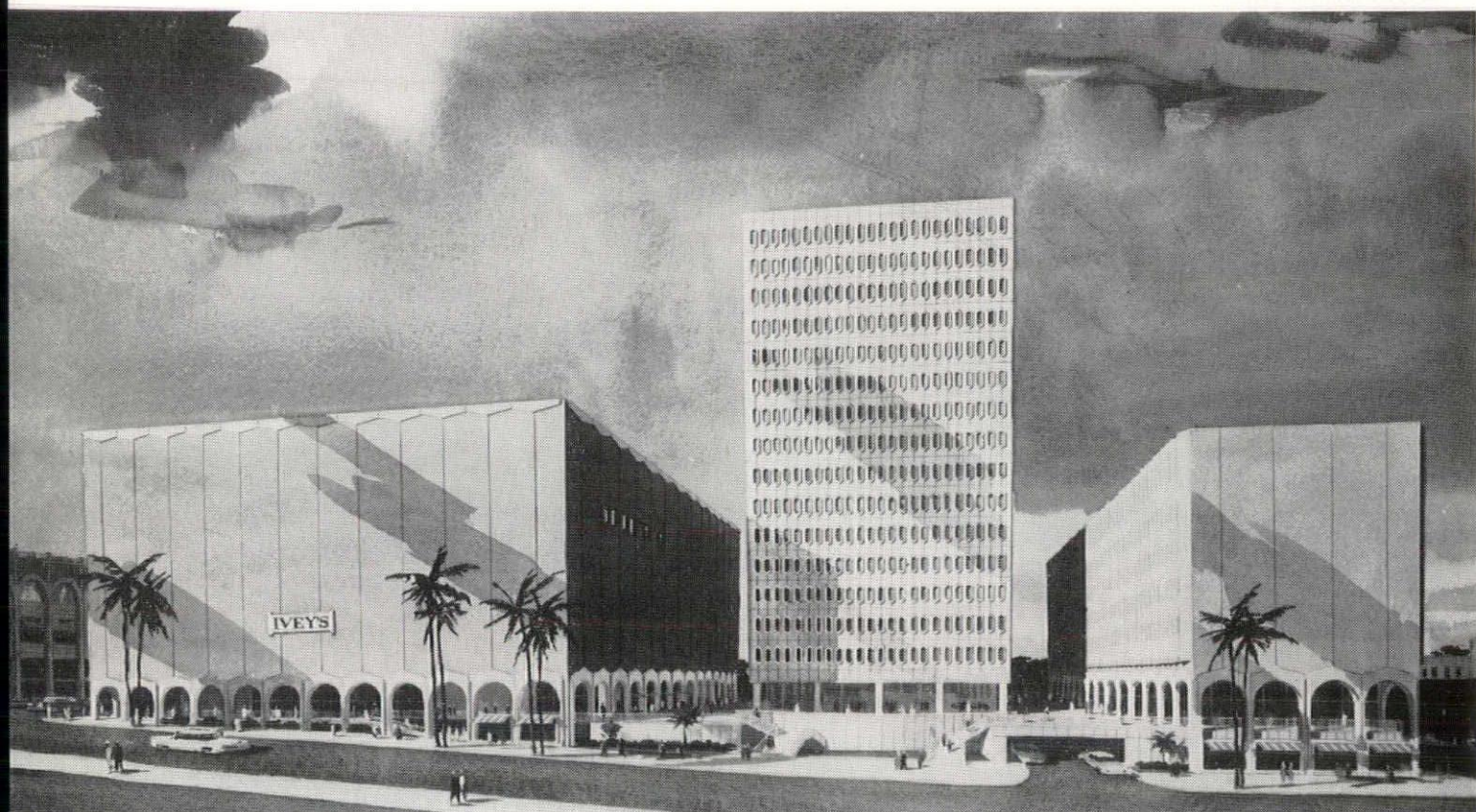


This embassy group harmoniously blends modern architectural thinking with traditional Moroccan design. Landscaping patios, low-slung buildings, reflecting pools, indigenous materials and

native architectural embellishments are used with an air of charm, delicacy and rhythm. This is a structure that subtly compliments the host country by adopting many of its forms.

EMBASSY OFFICE BUILDING AND AMBASSADOR'S RESIDENCE

client	Office of Foreign Building Department of State, U.S.A.
location	Rabat, Morocco
partner-in-charge	Morris Ketchum, Jr.
staff architect	Olivier de Messieres



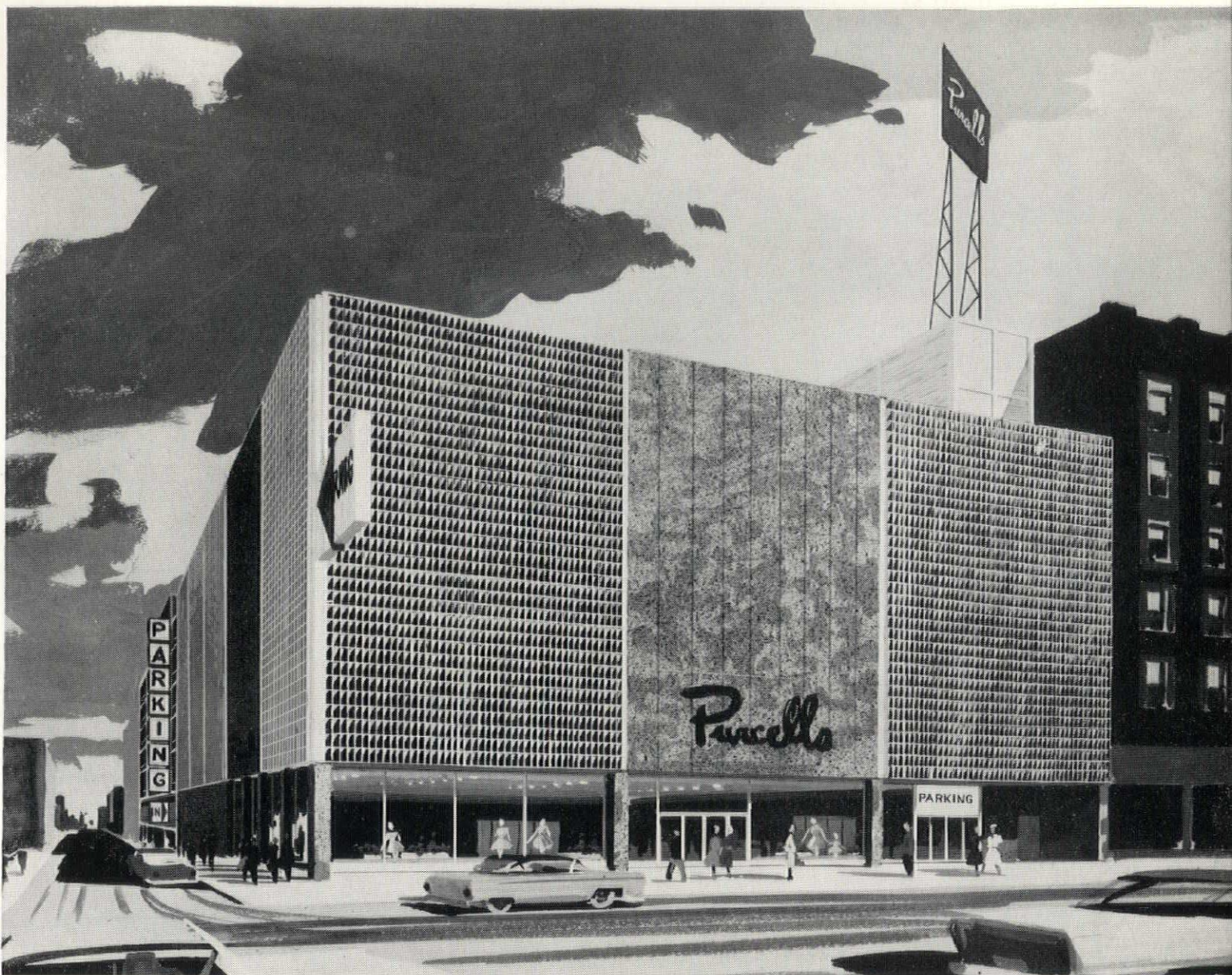
These three buildings, functionally different but planned as a harmonious whole, are designed as a new business and shopping center anchoring the north end of Jacksonville's business district. Heart of the development is the twenty-story Universal-Marion Building, which will have an exterior finish of large panels of white cast stone punctuated by hexagonal windows. It will overlook a handsome plaza and reflecting pool. The six-story department store (left) will become Jacksonville headquarters of the

J. B. Ivey and Company group, while a six-story structure at the opposite end of the block is being designed for professional use. Covered arcades reminiscent of the great public squares and market places of Paris or Venice will create a handsome plaza background. The professional building will feature a restaurant and cocktail lounge opening on the plaza and shops at street level. An important part of the plan is provision for 250 automobiles in a parking garage below the buildings.

DOWNTOWN BUSINESS CENTER

client
location
partner-in-charge
staff architects

S. S. Jacobs Company
Jacksonville, Florida
Morris Ketchum, Jr.
Rosario D'Agrosa
Olivier de Messieres
Herbert Reimer
Robert Press
Leon Haft

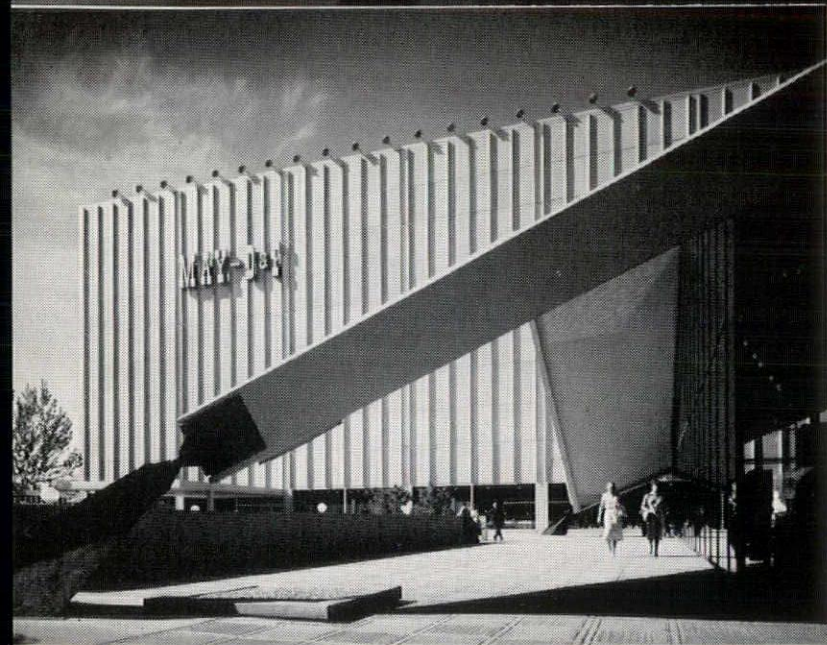
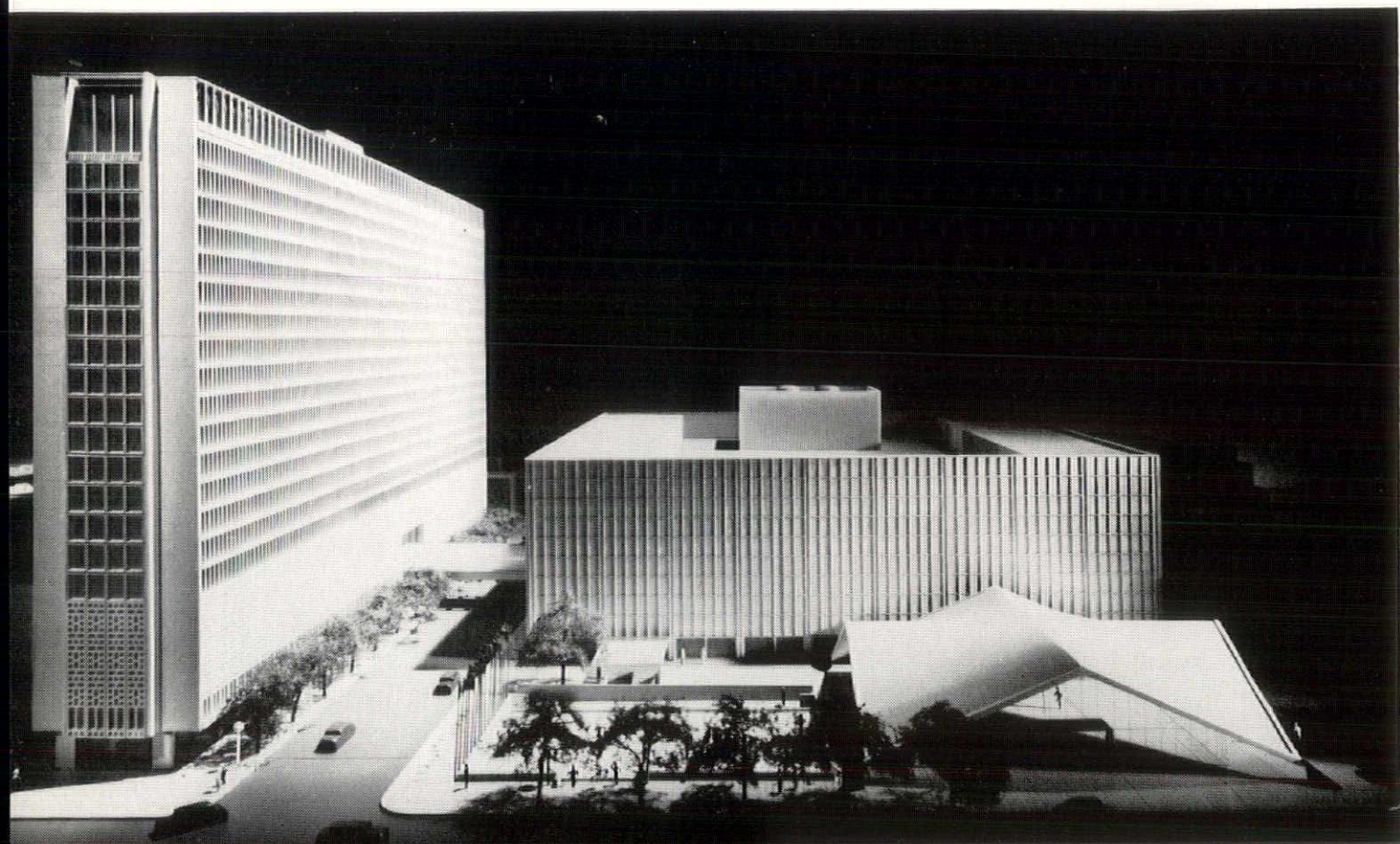


This combined store building and parking garage provides built-in space for 600 customers' cars and spacious premises for a well known women's specialty shop. The multiple deck parking structure is served by circular ramps located at the rear of the building on

the side street. The parking decks are partially enclosed by open work cast stone grills and by polished granite sign panels above the store fronts on both streets. Materials, signs and lighting all contribute to the joint success of both garage and retail establishment.

STORE AND PARKING GARAGE

client	S. S. Jacobs Company
location	Jacksonville, Florida
partner-in-charge	Morris Ketchum, Jr.
staff architect	Robert Press



The main building of this department store, with its walls of honey-colored anodized aluminum and its continuous open-back show windows, faces a public plaza. To the right, the store's entrance pavilion acts as a connecting link between the main building and Denver's principal shopping street. The translucent May-D&F sign letters glow at night. The building facade and public plaza are brightly illuminated by an overhang lighting system. Entrance pavilion, show windows and main floor interior are brightly illuminated.

The May D & F urban department store is the hub of a large downtown development. It combines ample space (425,000 sq. ft.), a "100 per cent" shopping location, adequate parking, and an open shopping mall. Four upper selling floors, a sub-street shopping arcade for concessions, and four subterranean levels for parking 1,500 to 2,000 cars comprise the project. An adjacent 700 room hotel (left) connects to the second floor of the store by covered bridge. Elevators speed dismounted motorists from garage levels to either department store or hotel destinations. An entrance pavilion with an unusual hyperbolic paraboloid roof of prestressed concrete faces the esplanade; it doubles as a gigantic showcase for the women's accessories departments. A public plaza (lower center) becomes an ice skating rink in the winter and an outdoor exhibition area during warmer months. Exterior walls are finished in gold anodized aluminum panels. They can be replaced by glazed panels when and where desired.

DEPARTMENT STORE

client	The May Company
location	Denver, Colorado
architect	I. M. Pei and Associates
associate architect	Ketchum, Gina & Sharp
interior design	Ketchum and Sharp
partner-in-charge	Morris Ketchum, Jr.
staff architect	Rosaria D'Agrosa

**1959 FIRST HONOR AWARD IN ARCHITECTURE
THE AMERICAN INSTITUTE OF ARCHITECTS**

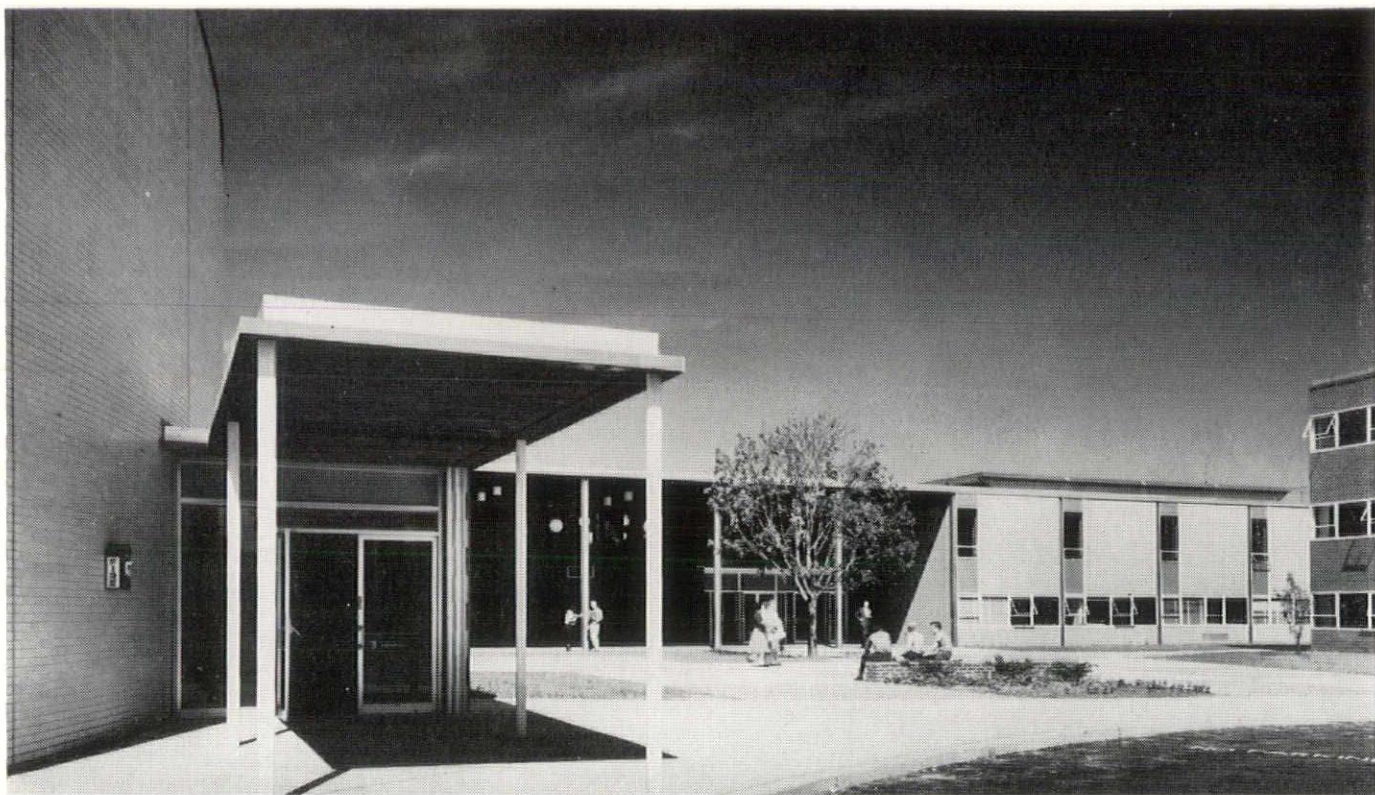


A reservoir to supply water needed both in manufacturing and as a fire reserve is turned into a handsome architectural feature at this large industrial plant, with no strain on the original budget for the structure. Executive offices reached by a sheltered stair stand stork-like on columns over the pool. An elevated bridge connects them with a two-story core within the plant. This core houses employee facilities, production offices and con-

ference rooms. Raw materials and finished products move in and out of the plant via two railroad sidings at opposite ends of the factory. Factory wall in photograph is constructed of white porcelain enamel panels, with structural members covered in dark brown porcelain enamel. Similar panels in white or black are used for executive offices and bridge. The two end walls of the office structure are painted aluminum in red for a strong color note.

FACTORY

client	Kraft Bag Corporation, Subsidiary of Gilman Paper Company
location	St. Mary's, Georgia
partner-in-charge	Morris Ketchum, Jr.
staff architect	Leon Haft
builder	S. S. Jacobs Company Jacksonville, Florida

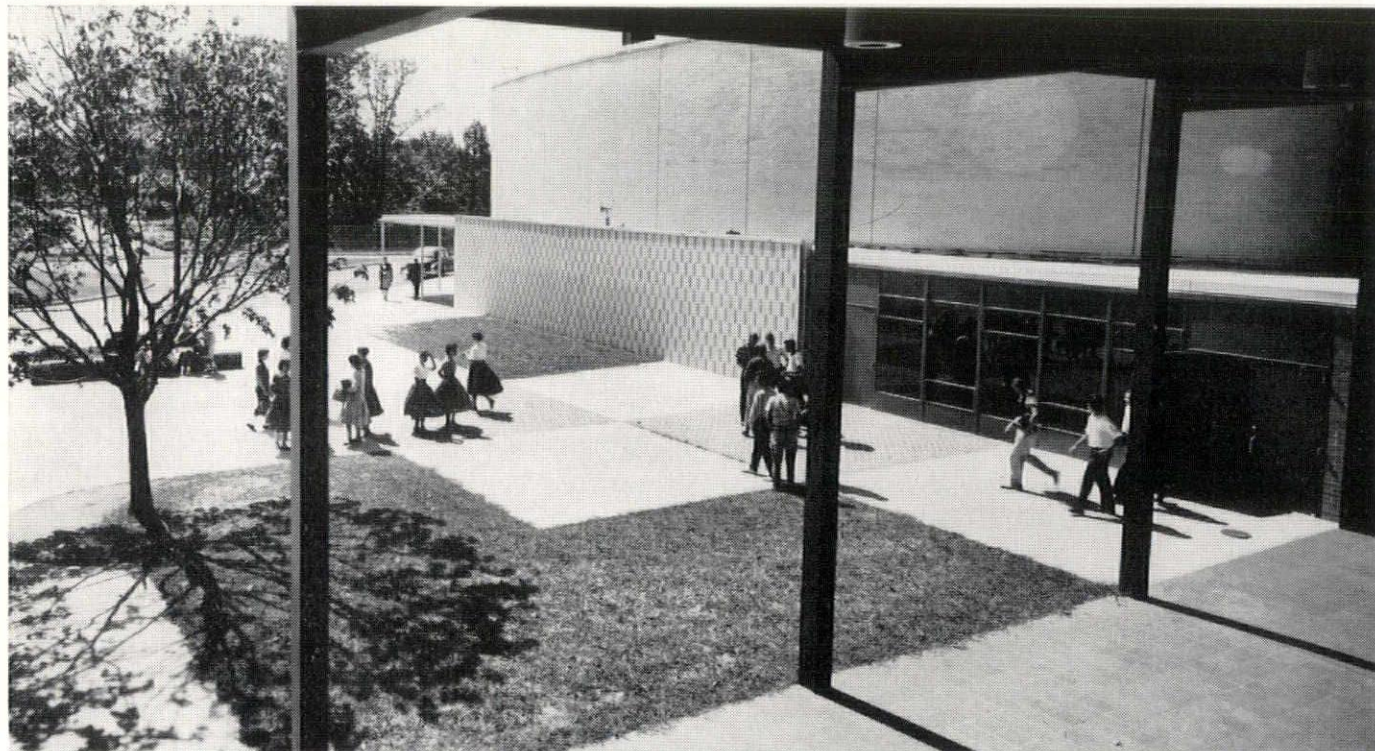


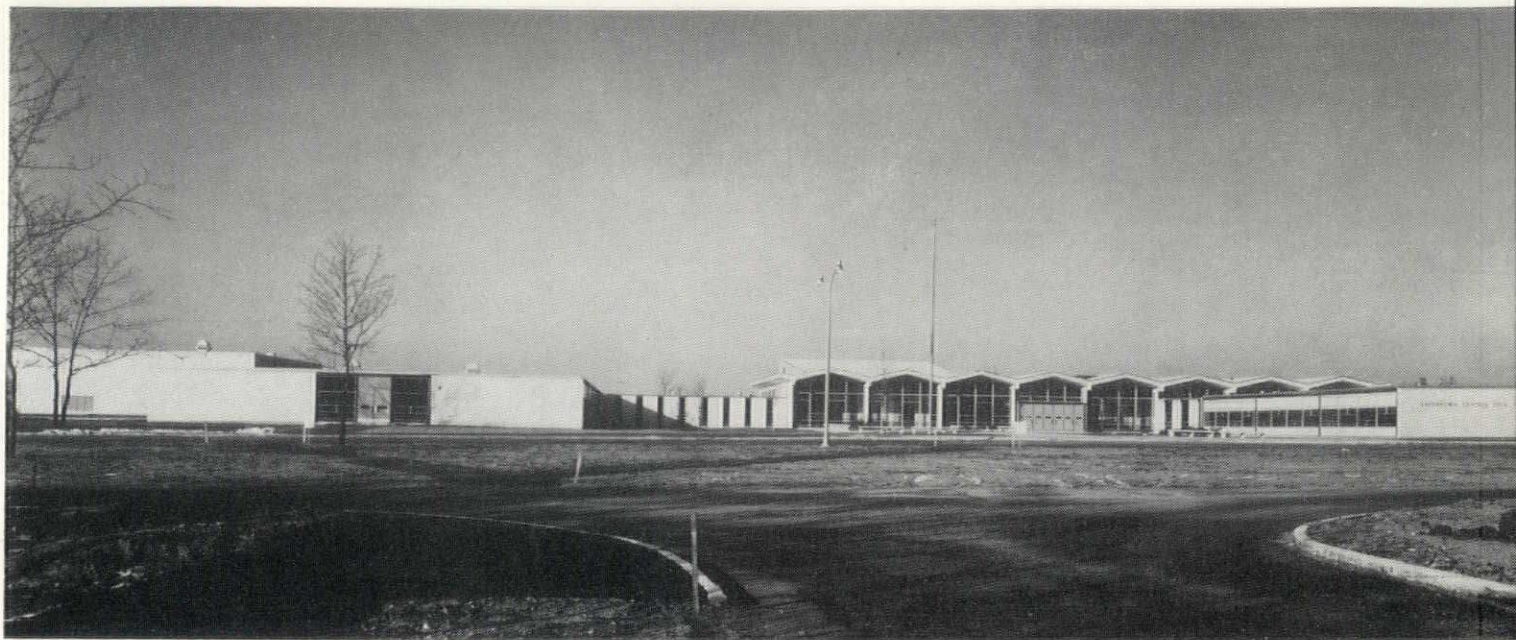
main entrance

BALDWIN HIGH SCHOOL

client	Board of Education
	Union Free School District No. 10
location	Town of Hempstead, New York
partner-in-charge	Baldwin, New York
staff architect	J. Stanley Sharp
	Robert MacKinnon

commons court

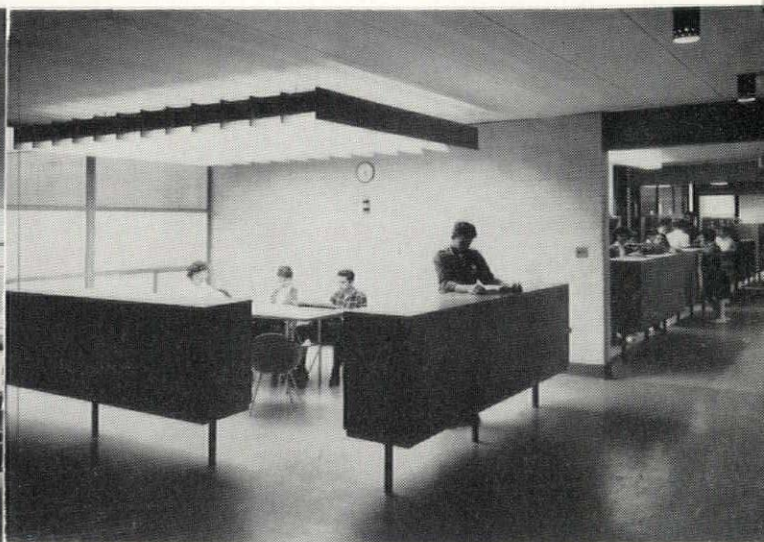




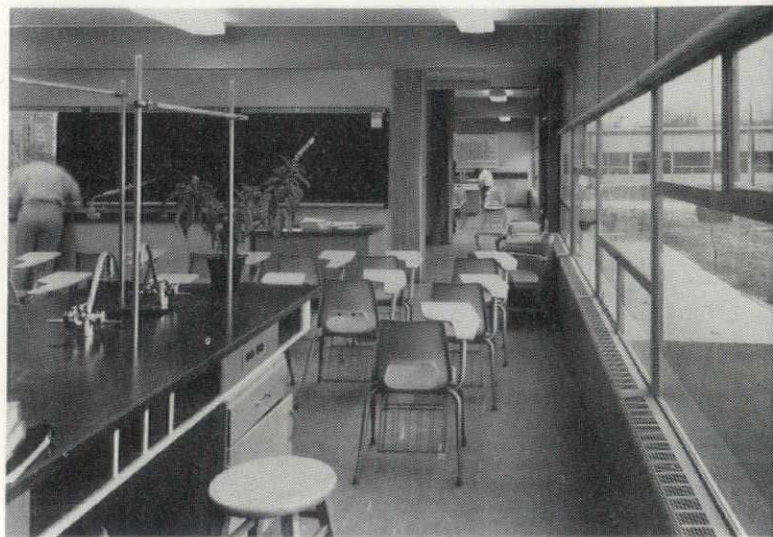
elevation/from left to right — gymnasium, junior high school class rooms wing, link central facilities unit, administration — senior high school classroom wing



commons lobby/library, cafeteria link



corridor conference and locker areas



science room separated by joint work and conference area

SMITHTOWN CENTRAL HIGH SCHOOL

client	Board of Education
location	Central School District No. 1
partner-in-charge	Smithtown, Long Island, New York
staff architect	J. Stanley Sharp
	Marvin K. Geasler



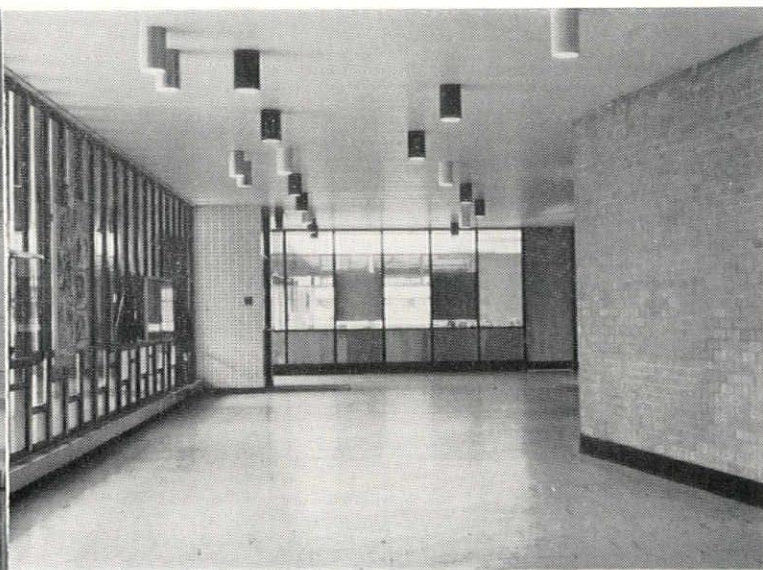
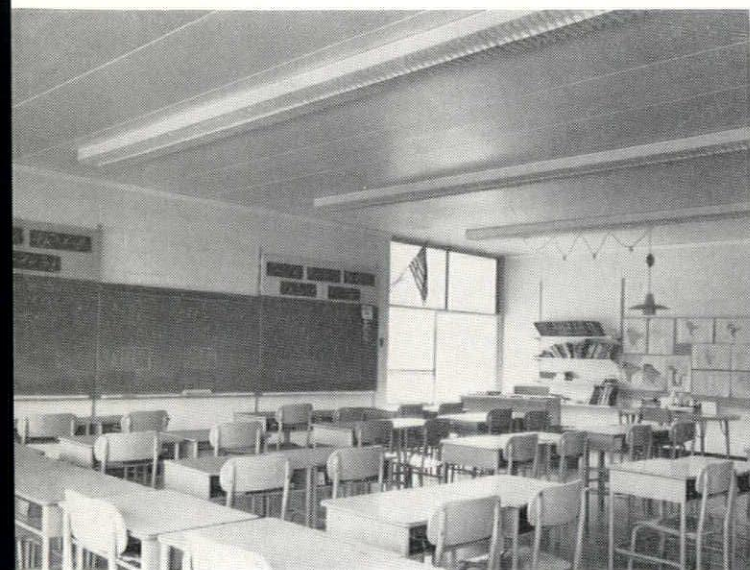
entrance court

SWEETBRIAR ELEMENTARY SCHOOL

client	Central School District No. 1
location	Town of Smithtown
partner-in-charge	Smithtown, Long Island, New York
staff architect	J. Stanley Sharp
	Marvin Geasler

typical classroom

lobby commons





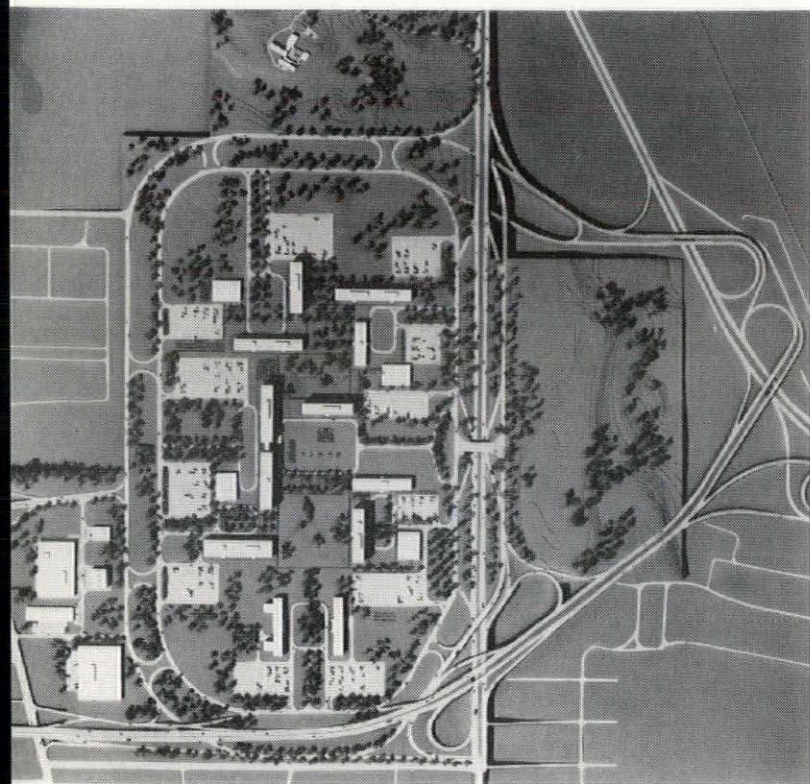
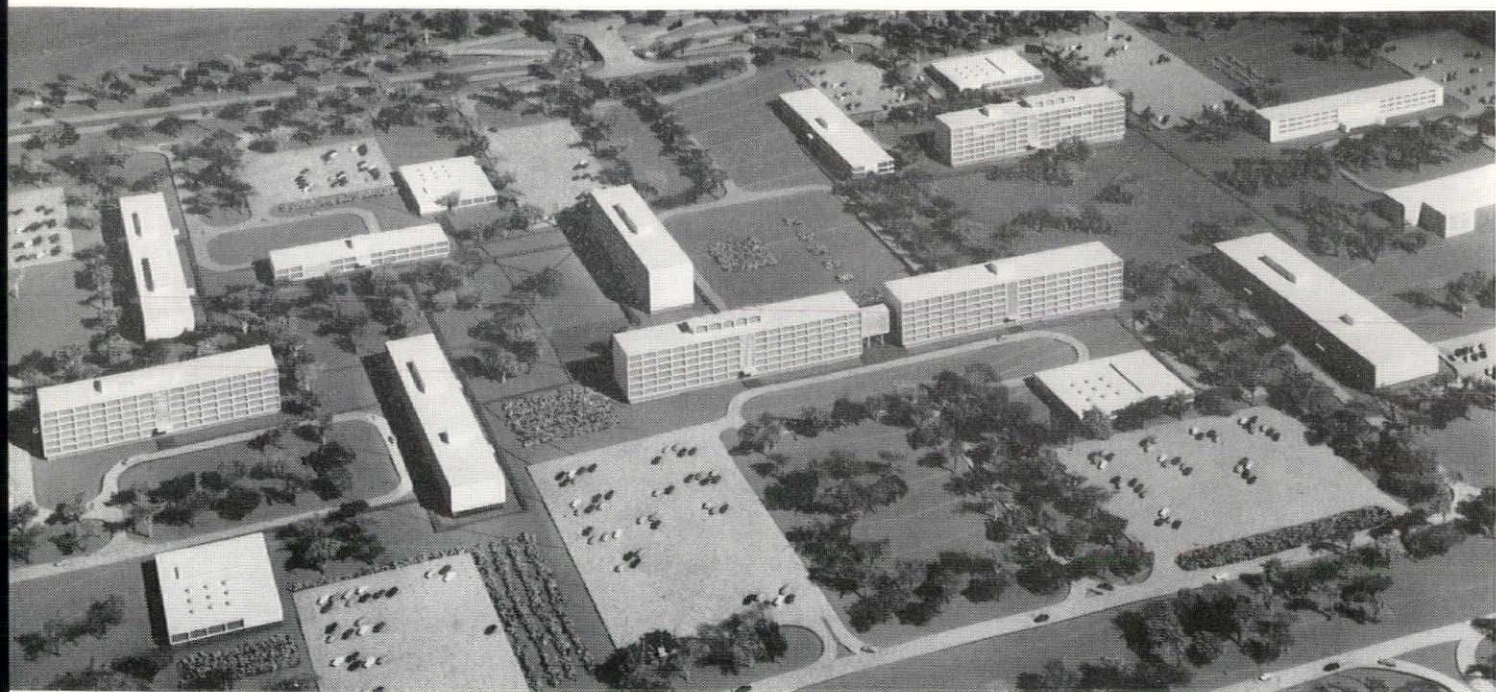
A classic expression of campus planning is realized in this junior-senior high school. The rational dispersal of administrative, educational and recreational buildings on a sloping site is an economical as well as aesthetically pleasing solution to the educational problems involved. The administrative facilities for the school, which presently serves 800 students, are approached

by driveway, and are flanked at the left by the gymnasium building and at the right by the cafeteria and auditorium unit. Classroom buildings are well removed from vehicular traffic and are isolated from disturbances associated with mass-activity buildings. Each building is designed for the optimum fulfillment of its specific requirements.

JOHN JAY JUNIOR-SENIOR HIGH SCHOOL

client	Union Free District #1
	Town of Bedford, Lewisboro,
	North Salem and Pound Ridge
location	Cross River, New York
partner-in-charge	J. Stanley Sharp
staff architect	Cy Loftus

**1958 SPECIAL CITATION
AMERICAN ASSOCIATION OF
SCHOOL ADMINISTRATORS**

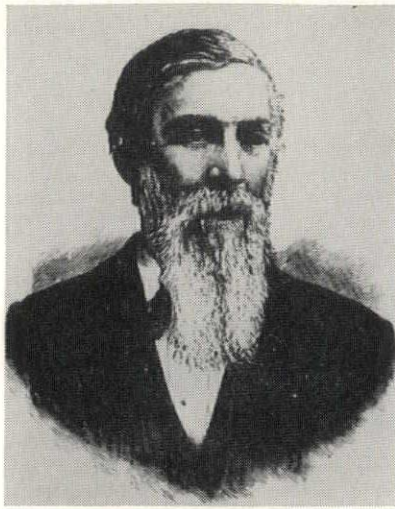


The leisurely distribution of numerous office buildings in a pleasant pattern across this 430-acre landscaped campus represents a departure in site planning for governmental agencies. Oppressive monumentality and classical formalism give way to a cluster of separate, low buildings, none over six stories high. Floor-to-floor escalators fill and empty buildings with greater rapidity than elevators. Parking areas are divided into comparatively small lots for convenient and unobtrusive dispersal around the development. A central mall is used for recreational purposes. Construction on this future home for the Department of Public Works, Department of Taxation and Finance, and other agencies, begins in 1959 and will continue over a ten-year period.

STATE OF NEW YORK ALBANY CAMPUS PLAN

client	Department of Standards & Purchase State of New York Site Improvement—Department of Public Works State of New York
location	Albany, New York
associated architects	Ketchum, Gina & Sharp Unger and Unger
state architect	Carl Larson

1958 AWARD CITATION
"PROGRESSIVE ARCHITECTURE"
FIFTH ANNUAL DESIGN AWARDS PROGRAM



HORATIO NELSON WHITE

1814 - 1892

BY HARLEY J. McKEE

PART IV

Among White's commissions were a number of commercial buildings, from which I shall describe two of the best. They illustrate practice of the '50s and '60s and compare favorably with commercial blocks in other areas; the history of their sites demonstrates how downtown Syracuse was growing in height and scale.

The Wieting Block stood at the southwest corner of Salina and Water Streets. To the north this site faced a widening of the Erie Canal where boats were often loading and unloading; it was an excellent business location, occupied most of the time after the completion of the canal. In July of 1851 a destructive fire occurred and the land was purchased by a Mr. Wheaton, who had a five-story brick building erected from designs by Minard Lafever. Dr. Wieting bought the building that autumn, soon after its completion, for \$100,000.

John M. Wieting (1817-1888) was a prominent resident of Syracuse who deserves mention here. Born in Springfield, Otsego County, he became a teacher at the age of fourteen. Later he studied natural science and mathematics at Clinton Liberal Institute, and became a surveyor. He helped lay out the route of the Syracuse and Utica Railroad, and in 1841 became City Engineer of Syracuse. He studied medicine, and in 1843 began a twenty year series of lectures on physiology and health, which brought him a wide reputation and a good deal of money, much of which he invested in building. The first of the business blocks named after him burned in January, 1856, after only four years of use.

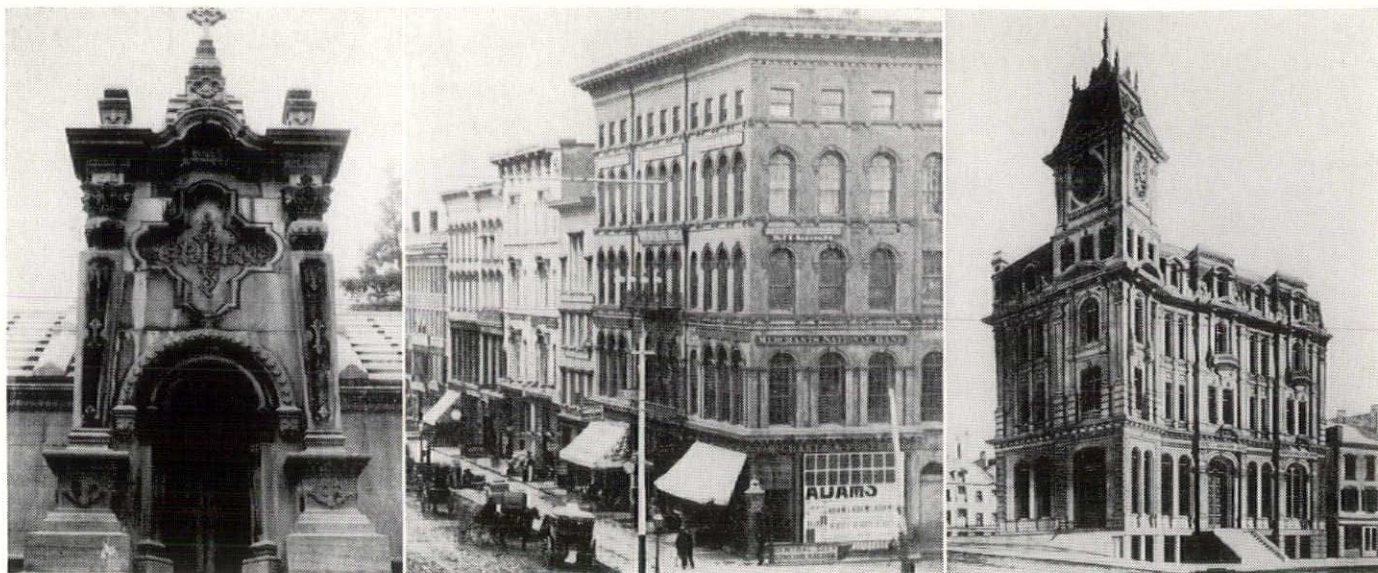
H. N. White prepared plans and the contract was awarded to T. C. Cheney and David Wilcox. Construction began late in March, 1856, and was pushed rapidly enough to have the building enclosed before cold weather, being finished in December. On the street level three stores fronted

Salina Street, the second floor contained offices and the third floor was occupied by a public hall, 77' by 110'. With gallery, this hall must have taken up most of the remaining stories as well, but there was said to be a reception room on the fourth and a dining room on the fifth. The gallery was "without pillars", apparently hung from trusses above. I believe this to be probable for White knew this kind of support when he designed a comparable "self-sustaining" gallery for Shakespeare Hall in the Bastable Block, built in 1863-1864. Hung floors and balconies are often found in nineteenth century buildings.

Public halls were important in the cultural and recreational life of these times; they were often located at or near the top of a building used for stores, offices, and sometimes living apartments. Even the smaller villages had them. Concerts, lectures, balls, public meetings and exhibitions were held in this type of building, which was probably a distant descendant of the Greek Stoa and the Roman Basilica. The hall in the second Wieting Block was prominent in Syracuse history as it underwent periodic redecoration. In 1870 it was altered at a cost of \$30,000 under the direction of a Mr. Jackson of New York. Then it seated 1017 persons nominally, but with the use of chairs and stools it could accommodate 2,000. It was then named the "Wieting Opera House."

Other changes were made to the second Wieting Block. In 1859 a balcony was added on the Salina Street front; this can be seen at the third floor level in the photograph. In 1860-1861 the building was extended 25' toward the west, and in 1879 a dozen rooms at the west end of the ground floor were remodeled into "palatial" Turkish and Russian Baths. The building was completely destroyed by fire in July, 1881. N. H. White, whose office had been located in the building for a quarter-century, lost all of his drawings, books and records; nevertheless, he resumed practice the day after in a new location across the street. After some deliberation Dr. Wieting decided to rebuild; White drew the plans for a somewhat larger building, which was completed in 1882. It remains today, in a remodeled state, as the Lincoln Bank.

In 1882 the Wieting Opera House was built separately, adjoining the west end of the commercial block, with Oscar Cobb of Chicago as archi-



Work of H. N. White, left to right: Green Mausoleum, Oakwood Cemetery 1866; Second Wieting Block, Syracuse, 1856; Onondaga County Savings Bank Building, Syracuse, 1867-1869.

tect. It too, burned not many years later, and was rebuilt in an enlarged form from plans by Cobb. The site is now occupied by the Lincoln Garage.

The Onondaga County Savings Bank Building stands diagonally opposite the third Wieting Block, on a trapezoidal lot between Erie Boulevard (formerly Canal) and Genesee Street, with the narrow frontage on Salina Street. Prior to its erection the western part of the site had been occupied by three successive buildings named the "Coffin Block". The first was a two-story wooden structure built in 1823 which bore some fancied resemblance to a coffin. The second and third, of 1828 and 1834, were four-story brick blocks of stores designed and constructed by Daniel Elliott.

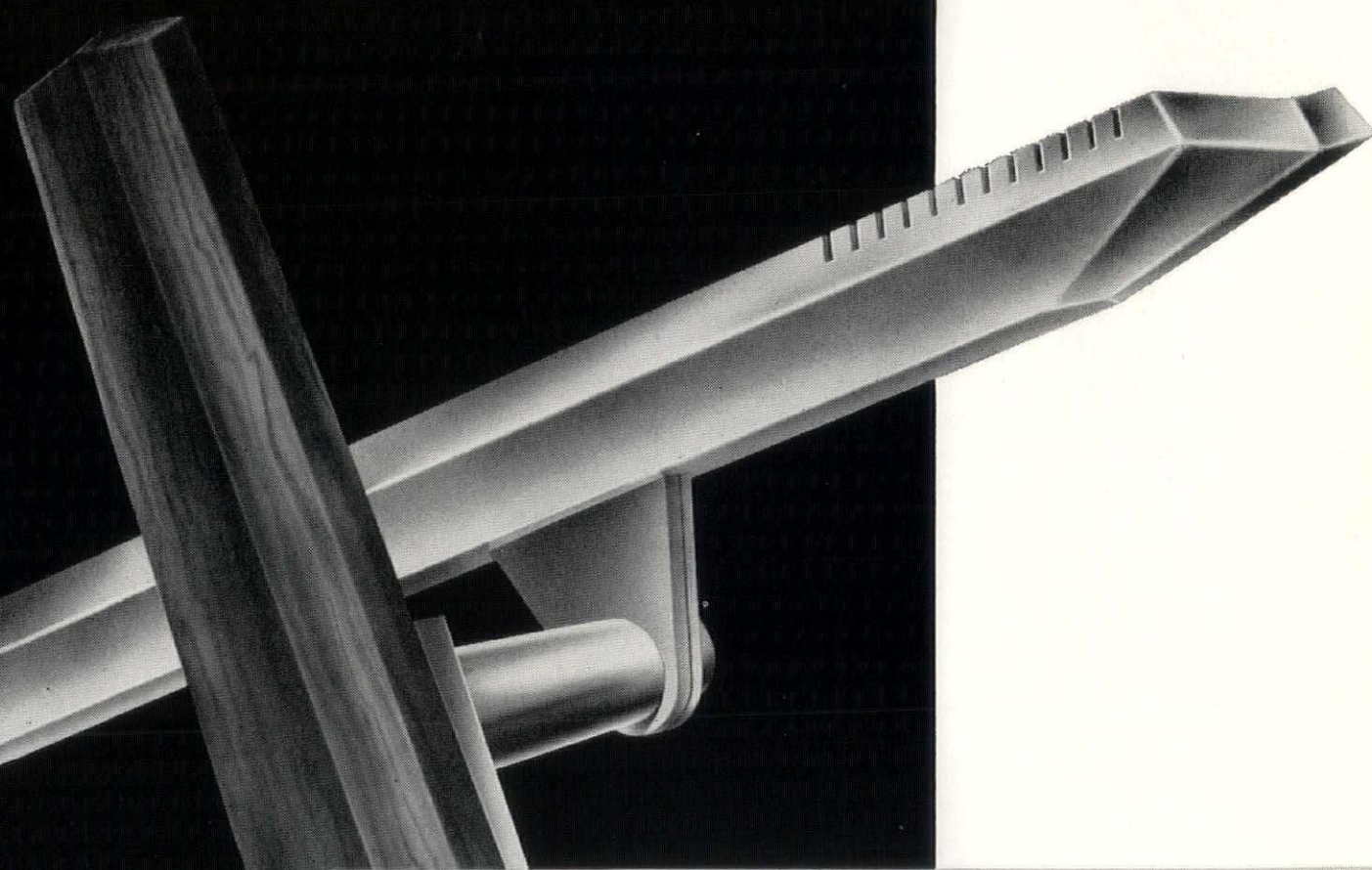
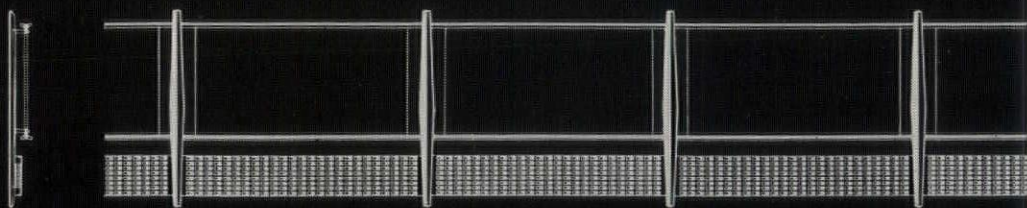
The O. C. S. Bank purchased the main part of the site early in 1865, but it took time to acquire other parcels and settle the location of the building line; an agreement was reached with the City which required the Bank to maintain a public clock in the projected building. Plans were prepared by White and construction was begun in April, 1867, but progress was slow during that year. Most of the superstructure was erected during 1868 and by May of 1869 the building was ready for occupancy. The work was carried out by separate contracts, with White supervising and probably coordinating the different trades. Separate contracting was common at the time, especially for large jobs, and the bank was well equipped to oversee the financing and business management. Many workmen were paid directly by the bank, upon certification by the architect or contractor, according to vouchers preserved by the O. S. C. Bank, which I was allowed to study in 1955. There were at least seven contracts: excavations, basement walls (stone), brick and stone masonry above the

basement, plastering, rough carpentry, finish carpentry and cabinet work, and steam heating.

The O. C. S. B. Building was laid out with a series of parallel masonry bearing partitions, running the short dimension of the building; 9" rolled iron sections resting on them framed the floors. The roof uses 6" sections. This construction was described at the time as fireproof. As a matter of fact, the bearing partitions had relatively few openings; while this limited circulation somewhat it offered firestopping capabilities. I have been unable to ascertain the exact details of the floor construction and cannot judge its fire resistance. In general, the building appears very sound today.

The exterior is Onondaga limestone, and shows a high basement story, a main floor originally occupied by the bank, two upper floors, and space under the Mansard roof—called a "French roof" at the time. The tower was 100' high and contained the public clock with its four illuminated dials. The order treatment of the upper floors and tower are unusual in the works of White which I have been able to identify. They are reminiscent of "terms" or "gaines" on German Renaissance buildings, or similar details in the Low Countries, Spain and Spanish colonies. A more ornamental version may be seen on the Green mausoleum in Oakwood Cemetery, erected in 1866, a photograph of which is included for comparison. It was designed in White's office at about the same time.

A 50' addition was made to the east end of the O. C. S. B. Building in 1875-1876, containing offices and a passenger elevator. This elevator, which was installed by Otis Bros. & Co., made use of a winding drum 36" in diameter, powered by a two-cylinder steam engine, with appropriate safety devices, of course. White matched the addition



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to the original portion of the building so well that it cannot be detected merely by looking. The property was sold in 1899 to F. W. Gridley, who had the interior renovated under the direction of Archimedes Russell; the exterior was unchanged except for closing the entrance on Salina Street. In recent years some galvanized iron ornamental work atop the tower was removed but in general the building still looks very much like it did formerly.

A comment on the illustrations is pertinent. The photograph of the Wieting Block was copied and enlarged from part of a stereo pair taken in the late 1860s, in the collection of the Onondaga Historical Association. The rendering of the O. C. S. B. Building is preserved in the form of two photographic copies in the Onondaga Historical Association, to whom I am indebted for this picture. I think the rendering was made by Archimedes Russell, who worked for White in the late '60s and must have collaborated on this commission; Russell was quite a draftsman, and the logical person to make the perspective. I cannot say if the original drawing is in existence, but I doubt it. The photograph of the Green mausoleum is by Jeseno Foley.

VINCE PHILLIPS, ARCHITECT PROMOTED

Vincent Charles Phillips, R.A., has been made Staff Architect in the firm of Barrows, Parks, Morin, Hall & Brennan, Architects, 133 East Avenue, Rochester 4, New York. Since receiving the degree of Bachelor of Architecture from Rensselaer Polytechnic Institute, Troy, New York, in 1951, Mr. Phillips has attained a variety of experience in Architecture encompassing the fields of education, religion, industry, commerce and recreation.

Prior to affiliating with this firm in 1959, his experience had been centered in the Schenectady, Syracuse, and suburban New York City areas.

Mr. Phillips, licensed to practice Architecture in New York State in May, 1960, is a member of the Rochester Society of Architects, Central New York Chapter, A.I.A. and the American Society of Military Engineers.

In World War II, he served as a Radioman in the U.S. Navy during the Asiatic-Pacific campaign. During the Korean Conflict, Mr. Phillips, a first lieutenant in the Corps of Engineers, was the Architect and Bridge Engineer for the Engineer Section, 8th U.S. Army, Korea.



ROCHESTER ARCHITECT HONORED AT ALFRED



Carl C. Ade, Architect and Engineer of Rochester, New York, was granted an honorary Doctor of Engineering Degree by Alfred University at the Commencement Exercises held on June 11, 1961.

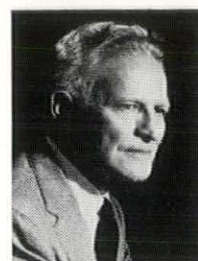
As a native, Mr. Ade attended public schools in Rochester and studied Architecture and Engineering at the Rochester Institute of Technology.

In 1914, he established his own office and has practiced continuously except for a couple of years during World War I when he served as a lieutenant in the Engineer Corps.

Mr. Ade has a general practice specializing in school building design; which number about 300 elementary and high school projects throughout the state.

Since 1933, Mr. Ade has designed and supervised the construction of many buildings on the Alfred campus, including four dormitories, a library, a science building, a campus center and a social hall. Presently Carl C. Ade and Associates are also planning two new boys' dormitories and a dining hall.

CSI MEMBERS ADVANCED TO FELLOWS



Five members of the Construction Specifications Institute will be advanced to the rank of Fellow at CSI's 5th Annual Convention in New York City on May 22, 23 and 24. The awards were presented to these gentlemen:

Harold R. Sleeper, posthumously, was elected to Fellowship on the basis of his Achievements in Science of Construction and Education.

J. Stewart Stein, Chicago, was elected to Fellowship on the basis of his Achievement in Service to the Institute.

Harry C. Plummer, Washington, D.C., was elected to Fellowship on the basis of his Achievement in Service to the Institute.

Rolf T. Retz, Sacramento, was elected to Fellowship on the basis of his Achievement in Service to the Institute.

H. Griffith Edwards, Atlanta, was elected to Fellowship on the basis of his Achievement in Service to the Institute.

The Investiture of Fellows will take place at the Convention in New York City.



"What Is Design?"

BY MARTIN DOMINGUEZ
COLLEGE OF ARCHITECTURE, CORNELL UNIVERSITY

An address to the Architectural Sales Representatives Institute, sponsored by the Producers Council

Gentlemen:

You must believe me if I tell you how honored I felt by Dean Sargent's invitation to participate in this meeting of your Institute. How honored, and how absolutely frightened. Because to answer the question "What is Design?"—let alone to do it in forty minutes flat—is entirely beyond my limitations.

But then, I remembered that history records some notably unanswered questions. To the best of my knowledge, Pilate's dramatic "What is Truth?" was not answered when he put it to the prisoner brought before his Court twenty centuries ago; nor by any one of all the philosophers that have been beating about that bush ever since.

So, having gotten half-wittingly into a rather tight corner, I resigned myself to go down in history—in the history of these meetings, that is—as the man who came to dinner . . . without the proper answers. But, even if we do not reach a satisfactory answer to the question "What is Design?" here today, I am sure that not all the time we spend speculating about it, will be wasted. Neither yours, nor mine.

For one thing, because as is the case with many other words very much abused, or ill-used, in our common field of endeavour—the building industry,—a lot of confusion follows from the casual, ill-advised, use of some words much in vogue in our midst.

For example, we all quite frequently hear people, even people who ought to know better, praise a piece of modern architecture as "rational, and/or, "functional". What has any architecture worthy of that name, been but rational, and functional? Even when its function is of the subtlest kind: to

move, to create the proper feeling, the proper climate or mood for a certain spiritual reaction, architecture has to be functional.

Perfectly functional are some of the most sophisticated creations of our Masters, be those due to the obvious genius of Corbu, the stubborn perfectionism of Mies, the graceful elegance of Philip Johnson, or the cultivated humanism of Alvar Aalto. But certainly not more functional, and sometimes slightly less rational, than the mysterious Temple of ancient Egypt, or the glorious Acropolis of luminous Greece; or the splendid Forums of Imperial Rome. Nor, for that matter, than the most humble and inspiring chapels of Christendom; or the mud huts of darkest Africa, or of the Pueblo Indians. What, then, is all this bunk about functional and/or rational architecture being a contribution of ours to man's treasure chest of building gems?

And so, you begin to have some insight into the strange breed that we Architects are. I, for one, resent like mad the loose—and therefore frivolous—use of words that relate to the profession in which, humbly but with passionate dedication, I try to serve. As there are enough reasons to believe that others may have been molded out of the same earth, let us try to explore together the latest addition to the trade jargon, to the mumbo-jumbo, or double talk, of many of the lightheaded that use it indiscriminately:—Design.

Take it from me, there is a word to "Handle with Care". Because, as is so often the case nowadays with some of the most sacred words: Liberty, Peace, Love, among others, more architectural crimes are committed in its name today, than in any others. As often as not, Madison Avenue not-

withstanding, it hides the incompetence, the lack of imagination, the poor taste and other glaring shortcomings of the dullard; ever so often it stamps the frivolous creations of the fashion dictators, (those charming tyrants that our ladies cherish so dearly; and for which we have to pay, and not cheaply either); or it tries to smuggle into the market goods of inferior quality or poor performance. It certainly will be worth our while to examine it together for a moment.

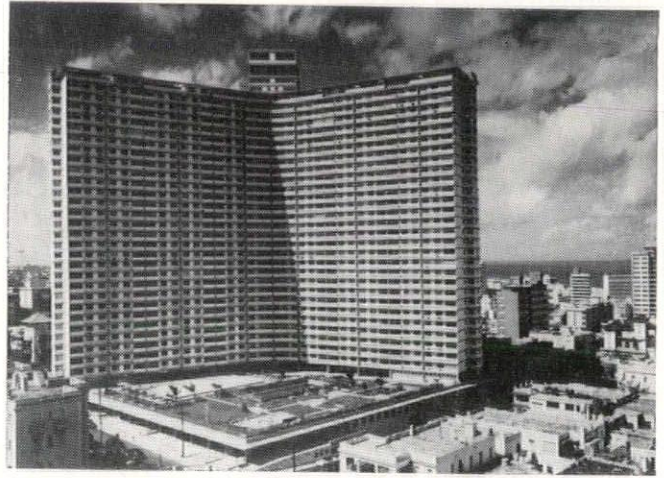
I hope that none of you, taking my "righteous wrath" for what it isn't, has suspected me of underestimating design as such. Nothing is further removed from the truth. I resent what I consider poor design and poorer concept of the word. The faculty to design, I hold as the biggest blessing the kindly Gods have given to man, making him thereby in their own image.

In order to keep within the objectives of this meeting, I shall endeavour to give you as clear an idea as is possible, what we architects mean by design; what we are trying to accomplish through our designs. If I succeed, when you address an architect in terms of design — or vice versa — perhaps you will stand a better chance of achievement than the motley crowd that once upon a time, according to the Scriptures, got notably confused in their attempt to build the famous tower designed for Babel, epitome ever since of people puzzled by cross-words.

We shall not concern ourselves here, therefore, with abstract definitions; nor with those aspects of design that are peculiar to the painter or the sculptor. But solely with the problems that design poses to the Architect. Only if you understand them correctly will you be in a position to help yourselves, and the industry you serve, by helping him. For believe me, we need you as much as you need us. Aside from the very rare genius—and the Gods see to it that geniuses stay rare—more and more designers are, by and large nowadays, no better than the industry that serves them. But, on the other hand, neither can you, the producers, be much better than the designers you serve. And this is so, in more ways than one.

Design, for an Architect, is the art of creating, through his ability to conceive plastically, and to implement through his technological skill, the building of spaces in which his fellow man will be able to fulfill, in the most efficient, pleasant, and comfortable manner, a certain function. Those buildings must stand on a given site, meet successfully the challenge that such a site's conditions (subsoil, exposure, winds, climate, views, etc.) pose to it, enrolling them to the better success of the endeavour. Such an endeavour, furthermore, to be accomplished by applying the most adequate

techniques, through the use of the materials most suitable, by means of the skills available to carry out the job, in the shortest possible time, and through the use of the tools and equipment within reach. And last, but certainly not least, for the best value obtainable out of a given—and always utterly inadequate—sum of money.



The Focsa Building, Havana Cuba, 1955.
Architects: E. Gomez and M. Dominguez

Quite a large order, if you ask me. And yet, a long shot from being a full bill of particulars. But let us dwell for a moment, on some of the ingredients already listed.

Design, as all art, implies imagination, creativeness, the divine spark of fantasy with which the Gods bless —and sometimes seem to cure—us mortals. As an art, it means a quest for poetry; the rhetorics of versification will prove indeed, a poor substitute for it. And it is also a quest for truth; appearances will simply not do in our case. Nor will artifice, that pitiable mimicry of the poor in soul, be of any avail. A designer must abide by Shakespeare's admonition: "To thy own self be true".

A work of seasoned design art bears the unmistakable personal imprint of its designer, lovingly left on its minutest detail. And it implies, always, an element of daring, of fresh start, of new discovery. It requires also a mature taste, and sound judgment, and, at best, disarming candor.

It might be worthwhile to analyze some of these things. How does this creative process come about; and what are its consequences. As all creative efforts, it springs from the soul. A designer is, first and foremost, a dreamer of dreams. The book of Genesis of Design should start: "At first, there was imagination . . ." A designer must be endowed with such a powerful capacity for plastic representation, that his images become almost unbearable, from being so real. An irresistible desire to communicate, to express those images, follows as

inexorably as day follows night. But how to express them? Words are of no use to the designer. Only through his design can he convey his images, utterly, totally, finally.

This process is nothing outside the realm of common human experience. Because it is for some reason that man has taken the trouble to find — in order to be able to express different feelings, and to convey adequately different ideas—different means of expression: the spoken or written word, the wonder of the plastic arts, the magic of music, the holy rite of human love.

It is at this moment in the creative process that new factors come into play. The imaginative spark originated intuitively, must be subject to the sobering effects of an auto-critical spirit of the severest kind. The whole thing must be sound, coherent, consistent. How much is intuition? How much logical deductions? I do not think anyone can truly say. One thing is sure, both are needed for any piece of design that is worth anything.

One very important protagonist is an ever present, if somewhat silent, witness of the process: Man, its real subject matter, and its ultimate goal. And, to add to our poor designer's predicament, he has to make for him, for man, the final decisions. He has to create the forms, the voids that will house him, the solids that will shelter him. He has to bring into play the essential elements, light and shadows, winds and sun, the scent of flowers, the rumor of water, the materials and textures. He must help reconcile the ever present conflict between man's practical needs, and his ideal, ever-soaring wants.

How to measure, how to appraise the results of a designers efforts? Any design of some importance almost invariably opens the way towards new endeavours, towards further achievements. As all creative artists, the true designer will, in the words of the poet, "never be quite the same; never quite someone else". Each time he'll make a fresh start. On the other hand, a work of the art of design creates its own offspring. I am not referring to the crop of sterile imitators that proliferate occasionally around bright lights; but to the awakening of a new sensitivity, dormant in most until then. So, the designer's work transcends his time. If fortune smiles at him, he may make his mark for generations to come.

A mature piece of design offers other characteristics. Not only is it duly appraised, and understood by the learned; it is also thoroughly enjoyed, and fully sensed, by the unlearned. Another important feature—it lives, and lets live. By which I mean, that it is not always the piece of design that commands the noisy, open-mouthed, admiration of the beholder that is the best, but the one that brings

about—and not too soon at that—the gentle, almost barely perceptible smile, born of a community of feeling, and perceptiveness, from the sensitive.

All this is rather involved, rather complex, and may seem far-fetched, yet it falls really short of giving a complete idea of the kind of problems summarized in my attempt at answering the question "What is Design"?

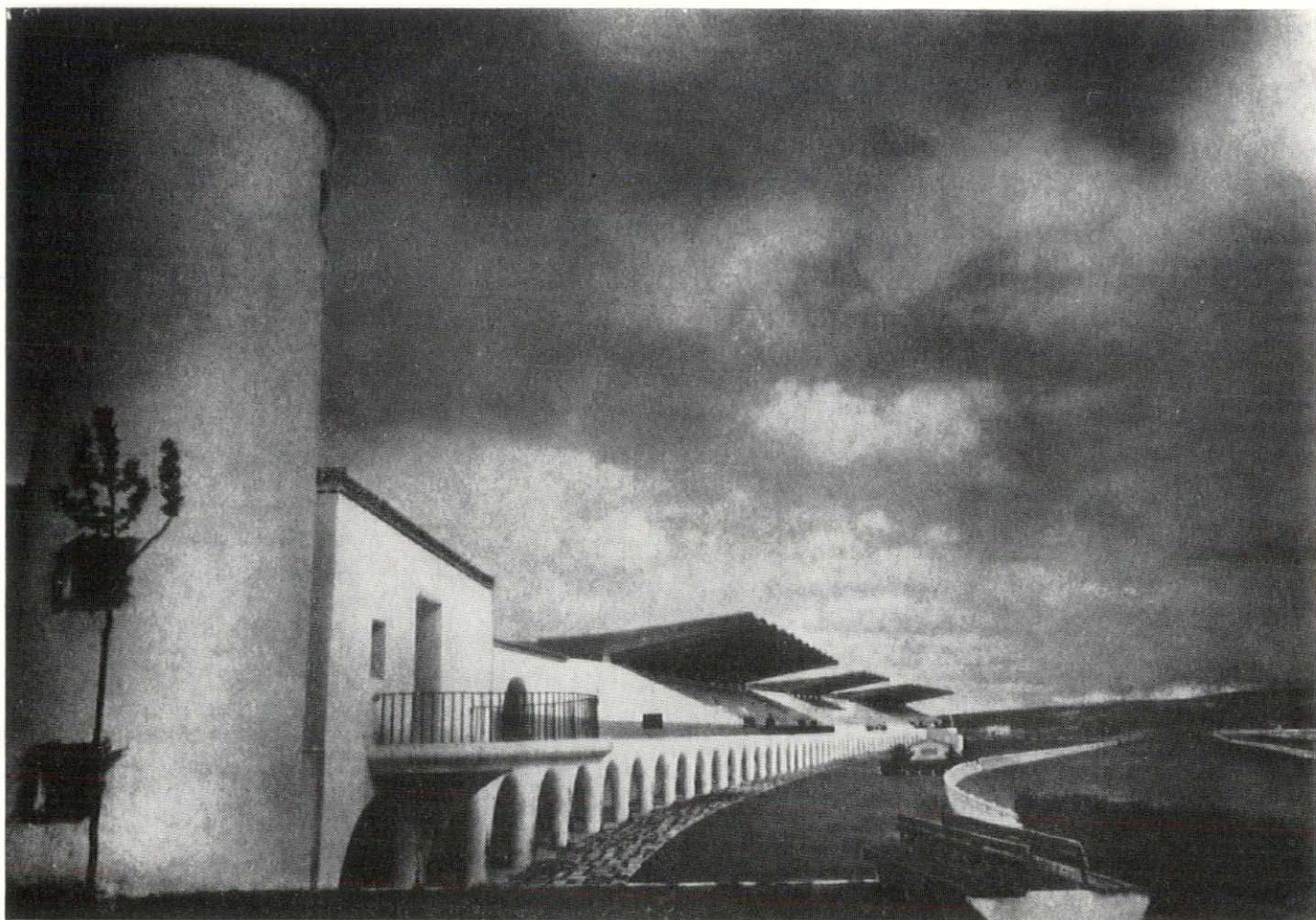
Inject the element of proper fulfillment of function, and you will have compounded the designer's involvement with the plastic aspects of his endeavour, by the stiff requirements of the usefulness of his efforts. A worthy challenge for him to reach for higher accomplishments.

Think of how his design must fit its site; how it must make the utmost of its conditions; and you will have at your disposal a new tool by which to gauge the quality of his achievements. By the judicious use of that tool, you'll be able to separate the scheming fabricator of schemes, the dashing counterfeiter of ready made preconceptions, (that might be just as well built elsewhere, or not built at all), from the original creator of true designs, solidly rooted, growing inevitably out of—and actually making—their unique environment. Unique, and unrepeatable themselves.

When you approach a designer, learn to judge the man in him. It is almost, if not always, generally true that the really great and seasoned ones are the most unassuming, the most unprepossessing. Men dedicated to their work, have little time for the flashy flares of showmanship very often destined to blur the real issues. The true designer is a man always busy and dedicated to studying the fundamentals of his craft, to apply them to solutions of ever increasing complexity and originality, and bent on acquiring the inner, deeply rooted experience that will give him the sediment of knowledge from which to develop his innate talents to the utmost. For designers, like Kings, are so born by the grace of God. But they are mightily supported by a steady diet of hard, very, very hard and dedicated work. This would surprise the good old folks back home, who attribute it all to the lightning stroke of genius, in the native son they are so proud of.

Under those circumstances, you'll find few designers of true stature indulging in the sport of breaking the rules for the frivolous fun of it. There is little room for that, in the long run. Designers play the game under the Spartan law, whereby the guilty are convicted, not for daring, but for being caught, and found wanting.

Were I mathematically inclined, these would be the factors of a denominator common to most designers of any merit that I have known: real humility, no prima donna stuff, nor false pride or faked



The Zarzuela Hippodrome, Madrid, Spain. 1935. Architects: C. Arniches and M. Dominguez. Engineer: E. Torroja.

modesty, either. Good humored irony, that takes things and people, including themselves, with a grain of salt; but far removed from burning acid and biting sarcasm alike. A certain charm, born of commerce with men, that enables the designer to inspire his collaborators into fruitful action.

Because, more and more, the sort of design with which we have limited our concern here, is becoming a matter of teamwork, so stupendous is the ever-growing complexity of contemporary building. And, while I am at it, let me tell you that I consider design as the art of collaborating—as gracefully as possible—with the inevitable. And of this latter commodity, there seems to be always ample supply around.

There are other uncomfortable, most annoying features about the art of design. For instance, either a design gets built, made, or produced, or else it does not amount to much, no matter who says what. And here is where you, gentlemen, begin to come more clearly into focus in this picture. Because it is on the efficiency, the enterprise, the vision and leadership of the industry you represent at this meeting, that the designer's success, to an evergrowing extent, depends.

I think it will help a better understanding among all interested parties to clarify a few points. The relative appraisal of the terms cost and value is one of them. A design's merits, or lack of them, should never be judged in terms of money. The most expensive materials will not help a poor piece of design; the less costly may make it the more outstanding. Let me illustrate the point. After a lecture Le Corbusier gave in Madrid on his first visit to Spain, a group of people gathered around him. He was telling us of his amazement, when going through the poorest village of Spain, at finding that many of the things he had been striving for in his design, simple, strong volumes playing in the sunlight, total lack of ornament, clear statement of function through form, had been achieved, centuries back, by the anonymous masons of those humble villages. An old, gentlemanly scholar in the group told him: "Sir, you're amazed because in Spain we have not yet made the eulogy that is due to Our Lady Poverty". Le Corbusier was very much taken by the remark. So were we all. For it stated in no uncertain terms one of the eternal truths about design: that beauty is enhanced by simplicity, and by economy of means and materials. So, if you

approach a designer, do not always try to sell him the most expensive item, but the one most adequate for the job in hand.

What is the place of a designer in today's industrial process? Once upon a time, and a very good time it was—we designers looked at the master craftsman to learn the jealously guarded secrets of their several crafts. Out of the proper ways the carpenter uses to cut wood without hurting its fibers, watching the smith deal ever so appropriately with the temper of the different metals, the stone mason cutting or hewing stones, or the mason gently laying bricks with loving care, we learned. Our eyes were opened, our appreciation of many of the refinements of design sharpened.

All that seems to be gone with the wind of progress today. For better or for worse, it is to the machines, to the technology of modern industrial production that we have to turn for the information needed to solve our problems, to sharpen our appreciation and to be able to realize the unbelievable potential industry puts at our disposal, if we only knew how and dared to use it.

I am not going to try to tell you, of all people, that all this is not as simple as it may sound. Production today means fabulous problems of technology and supplies, of management and organization, of marketing and publicity, of distribution and stocking, of inventories, selling, financing, of research and what-not. This is no news for you. But where do we, designers, come into the picture?

When placed low along the production set-up it would seem that some of our usefulness might go to waste, the important decisions being made above us and, perhaps over our dead bodies. When attempts have been made to correct that by kicking us nearer to the top, it seems that some of our sharp, keen edge is blunted in the process. A sobering thought for many a feverish designer's brow, smarting to orbit, happy-go-luckily, into industry.

What may your role be in all this? I would imagine that by knowing us better, by better understanding the nature of our problems and of what we are trying to do, you may help the industries you represent help themselves through serving us better, in order to make the building industry what it ought to be.

I hope my remarks have been of some use to that end. They represent personal opinions of mine. But I am sure of two things—probably no other architect shares all of them a hundred per cent—but I feel pretty confident no one will reject all of them completely either. Make it your business to find out. Both in and out of here, there are other architects and we all are very deeply interested in the building industry. Approach us. Find out. Report your findings. It will do us all good.

Many significant things I have left out; for my measly forty minutes are all but over. However, I must mention to you a personal opinion of mine. Gentlemen: It is latter than you think. Formidable contenders are out to bury us. And they do not make any bones about saying so either. Every day, over the whole world, for all to listen.

I imagine future historians shall have a very hard time trying to understand how was it possible that so many years after "Mein Kampf" was published, the world had to pay the dreadful holocaust of millions of human lives, for not having believed the declared intentions of its author.

It ought to have been avoided then. And we certainly ought to prevent it from happening all over again. No task is more important. None more urgent, if everything we stand for and cherish, if all we have so laboriously achieved through patient toil, is not to be wiped out, and buried with us, according to schedule.

Needless to say, it is a task that far transcends the field, however wide, of our normal endeavours. It calls for the utmost effort of all, along the several lines of action imaginable.

Well and good it is, indeed, to be strong and mighty in these troubled times. But let us put our might, with courage and fortitude, with passionate faith in our beliefs, and with the indomitable determination to have them prevail, at the service of the clear vision and generous understanding that will win to our cause the hearts and minds, the souls and good will, and hopes of men.

Let those be our ultimate goals in this struggle. Let us not be content to live, and with letting others live. Let us help others, the restless, understandably impatient hundreds of underfed, ill clothed, poorly housed, untrained, uncultured millions, help themselves into a fuller life, one that can be rightly called human. This seems to be the current market price of our survival.

Let us, you the producers, we the designers, and the labor brotherhoods that share our endeavours in the building industry, play our obvious part in all this. Let us do our utmost to help furnish the millions of people that urgently want them, the housing, the buildings and appliances of all kinds they so desperately need. No sacrifice should be too great; nor any shall we be spared, to be sure, in the process. But only through sacrifice, and light-heartedly accepted at that, can we hope to fit into this Grand Design of our survival, that I am talking about. Let Senancour's stirring words determine our every move: "Man is perishable. It may be so. But let us die hard. And if utter Nothingness is in store for us, let us not make it to be of justice".

With this I shall rest my case. Gentlemen: It is later than you think. Let us all get down to work.

ADVANCED STUDY

The Shelter Research and Study Program of the Department of Architecture of the Pennsylvania State University is planning a series of summer seminars and short courses which will be of interest to architects and other professional groups.

The four seminars planned for 1961 are:

1. Planning Aspects for Atomic Shelter—July 9-July 21.
2. Structural Engineering Aspects of Atomic Shelter—July 23-August 4.
3. Survival in the Nuclear Age — Executive Management (for architects, executives, engineers, managers, planners and administrators)
4. Structural Aspects of Architectural Engineering (for structural and architectural engineers)

Co-Chairman for the seminars are Gifford H. Albright, Director of the Shelter Research and Study Program; Allen F. Dill, Deputy Director, Shelter Research and Study Program; and Melvin W. Isenberg, Associate Professor of Architectural Engineering.

Further information may be obtained from the Shelter Research and Study Program, 133 Hammond Building, The Pennsylvania State University, University Park, Pennsylvania.

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URBAHN & BRAYTON APPOINT ASSOCIATE

Edwin B. Morris, Jr., former architectural consultant to United States Steel Corporation, has been appointed an Associate of the New York City architectural firm of Urbahn & Brayton.



Mr. Morris has previously served as Assistant Executive Director of the American Institute of Architects in Washington, D.C.; Architect with the Supervising Architects office of the U.S. Treasury Department, and in the U.S. Public Health Service.

Mr. Morris, who received his B.A. in Architecture from the University of Pennsylvania, now resides in Lloyd Harbor, L.I., N.Y.

ARCHITECTS ELECT DIRECTORS

At the annual meeting of the Rochester Society of Architects held last Friday, May 23rd, at the University Club of Rochester, three new directors of the Society were elected. They were John G. Low, A.I.A. (1964), 1635 Creek Street, Penfield, of the firm of Low, Epping and Whitney; Marvin M. Meyer, A.I.A. (1964), 109 Clearview Drive, and Carl F.W. Kaelber, A.I.A. (1964), 412 Antlers Drive, Brighton, both of the firm of Waasdorp, Northrup and Kaelber.

This is the first year that Directors have been elected. In the past, officers were elected at the annual meeting. This new procedure followed a revision in the By-laws under the chairmanship of Conway L. Todd, A.I.A.

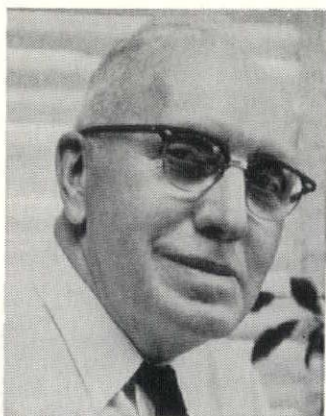
Incumbent Directors are: Roger F. Leaper, A.I.A. (1962); G. Carroll Madden, A.I.A. (1962); Thomas O. Morin, A.I.A. (1962); Daniel F. Giroux, A.I.A. (1963); Paul F. Fox, A.I.A. (1963); and Donald M. Walzer, A.I.A. (1963).

The 1961 First Award for design was awarded to the firm of Barrows, Parks, Morin, Hall and Brennan for the Town of Odgen Office and Library Building located in Spencerport, New York.

EASTERN N. Y. CHAPTER ELECTS

At the final meeting of the Eastern New York Chapter A.I.A., election of officers for the coming year was the prime business. The slate of officers as proposed by the nominating committee was elected unanimously as follows:

Daniel Klinger, President; E. Gilbert Barker, Vice President; George Vikre, Secretary; Albert C. Brevetti, Treasurer.



ELECTRIC PROBLEMS IN HOSPITALS

MALCOLM P. MOYER, P.E.

The use of Electricity in hospitals, aside from lighting and power, involves many specialized applications under restrictive Underwriters' Codes.

Because of tragic accidents due to anesthetic explosions, the National Board of Fire Underwriters has compiled a comprehensive list of rules for the design of electrical systems for hospitals.

Back in 1931, we had designed the electric system for a hospital. The published "Underwriters Rules" had been fully compiled with. The plans had been accepted, contracts let, and the work well started when an explosion of ether in woman's lungs during an operation in a hospital on the West Coast, tore her in fragments. Bulletins from the National Board's office expanded the current "Rules" and demanded explosion proof fixtures and utility plugs, grounded operating tables, and wires entering operating areas to be sealed in wax. "The work must be stopped unless compliance is assured!"

Now, after thirty years, some of the first syteria has been calmed, but the rules still require the grounded operating table, the explosion-proof utility plugs, artificial humidification, ventilation, and sealing of conductors of "hazardous areas". However, the fact that the explosive anesthetics currently employed are heavier than air has led to limiting the requirements of the "Hazardous Areas" to a volume of air extending five feet above the floor, instead of the full room depth.

An electrically conductive floor with electrically conductive castors on the operating table and supplementary tables and cabinets — takes the place of the old rule for grounding the operating table only. The entire operating suite must be electrically separated from the main building electrical system by isolating transformers.

The National Board of Fire Underwriters is ever alert to eliminate hazards which might cost their member companies money for losses paid. Their rules are revised whenever there appears to be an opportunity to reduce the risks.

The well designed hospital electric system can be a source of satisfaction to the Architect as well as the Engineer, but an unmitigated headache if not done strictly according to Code.



CHEAP SUBSTITUTIONS: ARCHITECTS' ENEMY NO. 1

Today's razor-edged competition among suppliers to the building industry does not always work in the architect's favor. Such competition is healthy when it compels manufacturers to improve product to maintain sales position. It is unhealthy if competition forces manufacturers to shave quality to meet the contractor's price.

Quality standards are being seriously eroded in many current bargaining sessions at the contractor's table. If the architect's specification requires only the lowest common product denominator, it is probable that quality construction will be sacrificed to price. **Your insistence on no substitution is your best guarantee of a first-rate product.**

* * *

No greater tragedy exists than school fires that snuff out young lives. All fire protection authorities agree that most of these tragedies are caused by suffocating smoke and fire that blocks off stairwells and escape routes. Yet the majority of today's schools have no provision for Fire Barriers, the only door installation with Fire Exit Hardware, U/L tested and approved to prevent these tragedies. For information on Fire Barriers and proper fire door hardware, send for the 1961 Overly Fire Doorater.

* * *

One Chicago architect observed recently that not all manufacturers' catalogs include gauge information on the metal skins of their doors. He later learned that some companies use lighter gauge metals than do their competitors. The architect says this information should be in all catalogs, as an honest guide to architects. We could not agree more heartily. For complete information on Overly door products, send for our new Hollow Metal Door Catalog.

Overly

Greensburg, Pa. • St. Louis 19, Mo. • Los Angeles 39, Calif.

Overly Manufacturing Company, Greensburg, Pa.

Please send the following literature:

____ Fire Doorater ____ 1961 Door Catalog

I would suggest the following subject for "To The Point."

Name _____ Title _____

Street _____

City _____ State _____



BRICK FOR BEAUTY AND DURABILITY

U. B. Residence Hall #6
H.H.F.A. Project No. N.Y.
30-CH-106 "D"
Buffalo, New York
James Meadows & Howard,
Architects

The Main Building of the University of Buffalo Residence Hall, housing 500 women, was completed in November 1961 at a cost of \$3,010,000.00. The Dining Wing was completed in May 1961. The elevator tower is constructed of BLACK Brick RED mortar. Each 7th course is Red Brick. All other walls mingle shades of RED Brick with BLACK mortar.

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Whether used extensively or applied in modest touches, versatile Screen Block is applicable to almost every phase of modern architecture.

Few other building materials today can even optimistically match the extreme flexibility of Screen Block patternmaking.

Concrete Block created by members of the New York State Concrete Masonry Association are setting building fashion trends all over the Empire State.

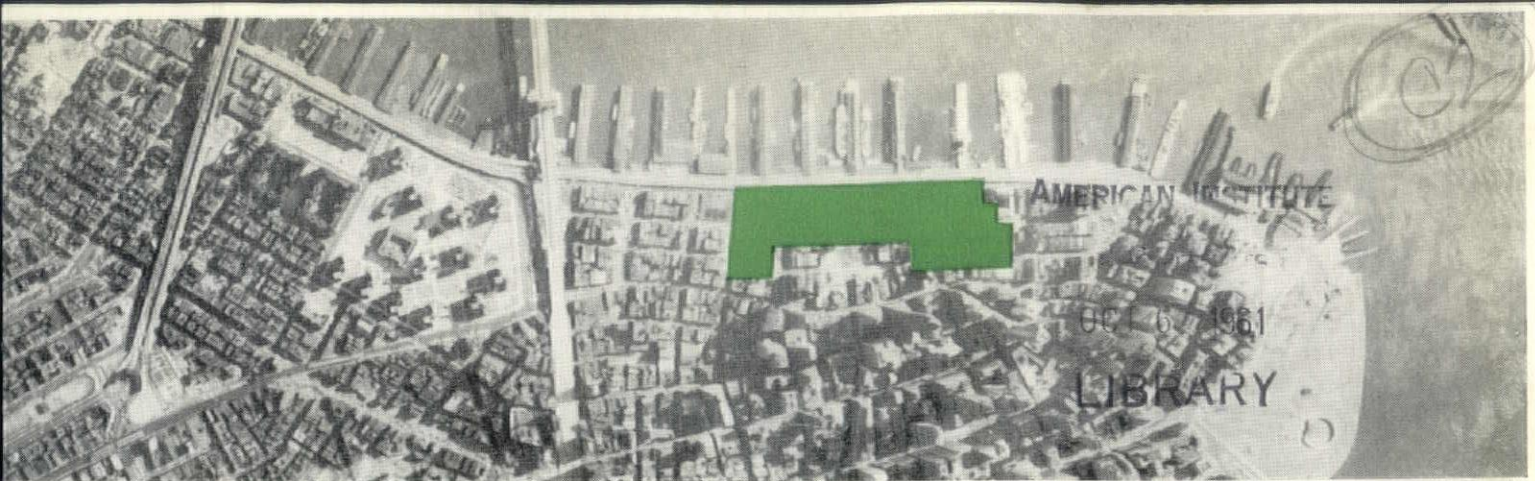
Photos Courtesy Hazard Products, Inc.



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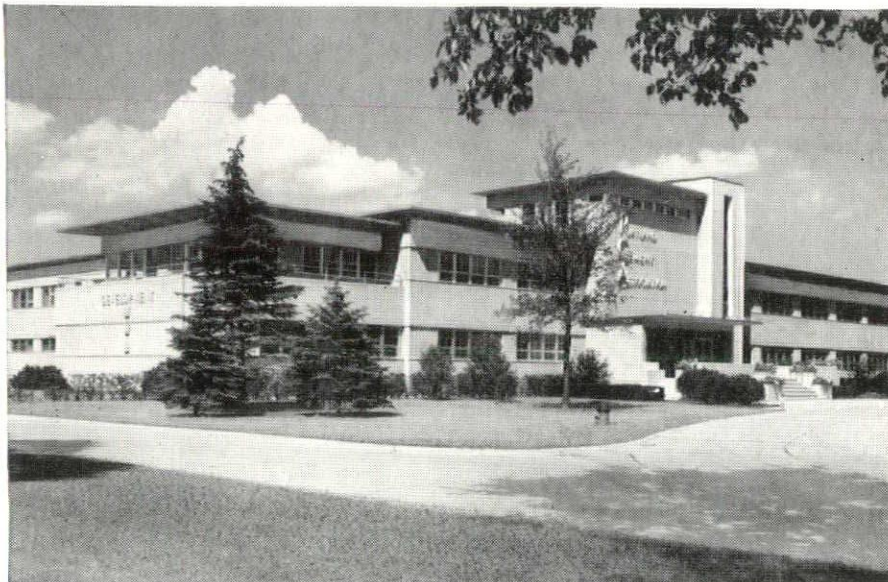
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SEPTEMBER/OCTOBER 1961
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VOLUME XXI NUMBER 5



The American Institute of Archt
1735 New York Avenue N.W.
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ARCHITECTS PARTICIPATE IN URBAN DESIGN



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It's a service made possible by the more than 70 member cement companies who voluntarily support the Portland Cement Association in its research, educational and technical service activities.

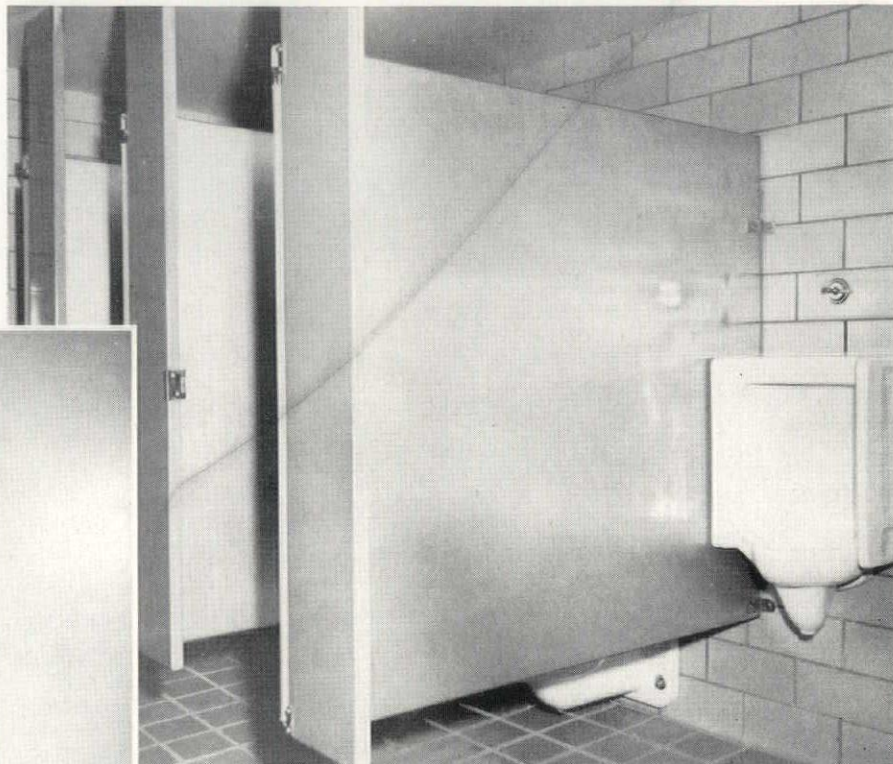
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A national organization to improve and extend the uses of concrete

Beauty That Lasts . . . Quality That Endures



Flush-Metal Toilet Partitions use Textured Metal for trouble-free maintenance in critical areas

One of the primary concerns in the construction and operation of public parks and recreation areas is building maintenance. This one item can easily mount into substantial expenditures. It follows, that the architects and engineers who design for these installations must choose with exact care, the products and materials that will reduce costly maintenance to a minimum.

For over 30 years Flush-Metal Partition Corp. has been satisfying the needs of discerning specifiers of toilet partitions.

Outstanding with their clean, modern design are the Flushung® Toilet Compartments shown above, which feature Ardmore TEXTURED Metals as compartment separators. The Genesee State Park Commission which has jurisdiction over Letchworth State Park "The Finest Scenic Park in the East" (located 50 miles south of Rochester, New York) has standardized on Textured Stainless Steel toilet partitions. From the maintenance viewpoint, the areas around the toilets and urinals are constantly subjected to moisture, defacement and vandalism. The Textured Stainless Steel in Flushung® Partitions minimizes maintenance by eliminating the possibility of scratching a coating off the metal which would make it vulnerable to corrosion. Its mar-resistant surface and the durable construction of these attractive units, defy abuse and wear . . . stay gleaming new for the life of the building.

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EMPIRE STATE ARCHITECT VOL. XXI — NO. 5

CONTENTS FOR SEPTEMBER - OCTOBER, 1961

- | | |
|----|--|
| 26 | Architects Participate in Urban Design |
| 29 | N.Y. State Urban Planning Assistance Program |
| 36 | World Trade Center in The Port of New York |
| 42 | College Hill 1961 |
| 47 | Metropolitan New York Water Front Supply |
| 49 | Teaching Architectural Students Planning |
| 54 | Traffic and Land Use Planning |
| 57 | Cadman Plaza Cooperative |
| 59 | Non-Profit Development Corporation |
| 65 | Sidney L. Strauss Award |
| 65 | New NYSAA Directors |
| 68 | Exhibitor List |

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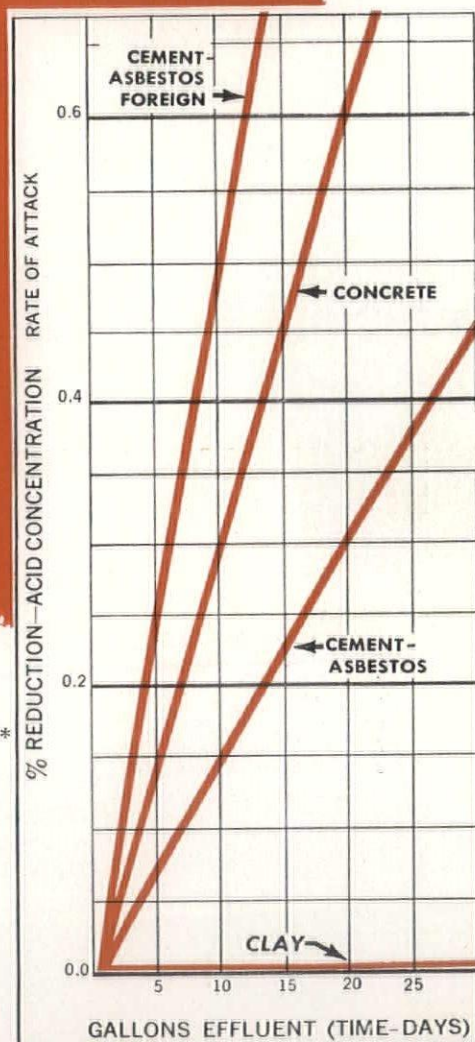
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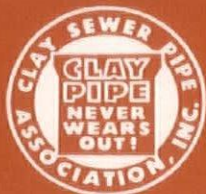
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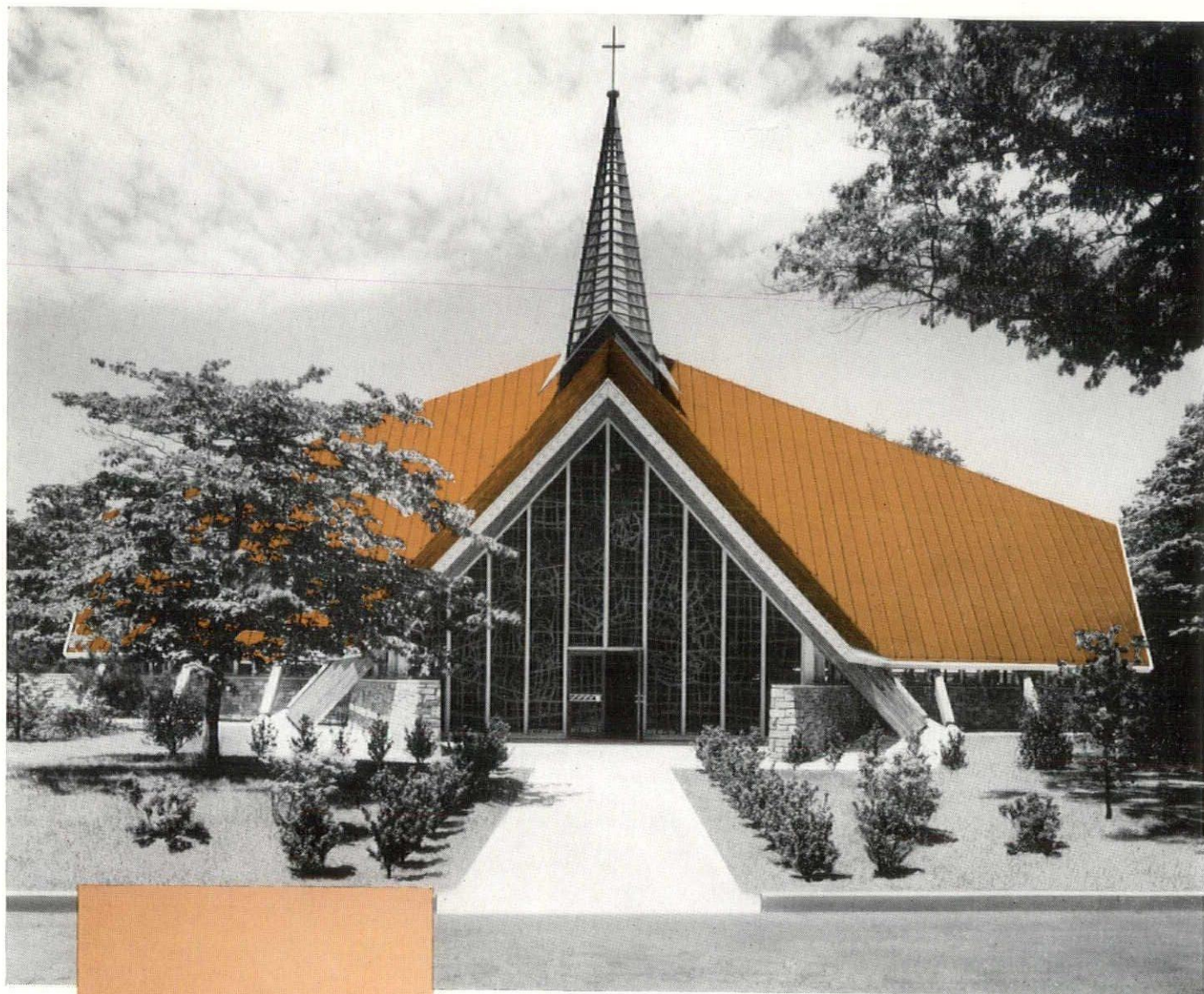


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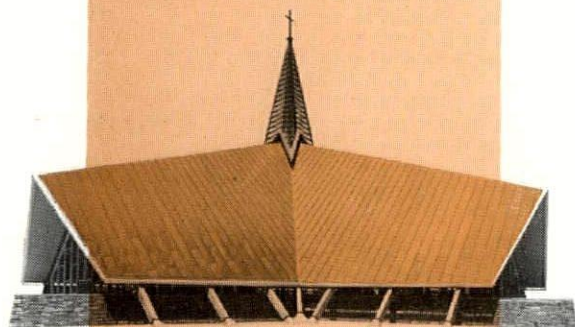


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Anaconda copper and bronze in the roof and spire of this chapel of contemporary design will give years of service. Furthermore, the years will enhance the beauty of the total concept. Weathering will add an artistic value of its own . . . a natural mellowing patina of soft blue-green.

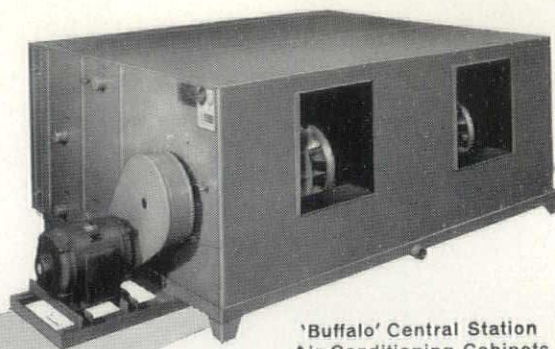
The batten-seam roof required 24,000 lbs. of 16-ounce cornice temper copper in 24" x 96" sheets. Battens were 2" x 1 $\frac{3}{4}$ " spaced 21 $\frac{1}{2}$ " on centers. The spire was fabricated from bronze and glazed with clear glass.

For complete information on sheet copper and architectural metals in building construction, write Anaconda American Brass Company, Waterbury 20, Conn. In Canada: Anaconda American Brass Ltd., New Toronto, Ontario. 61-727

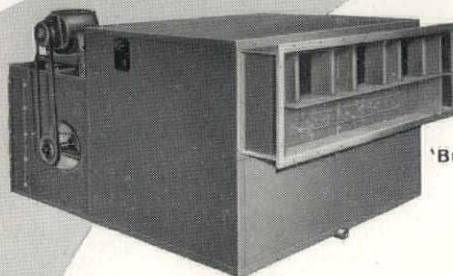
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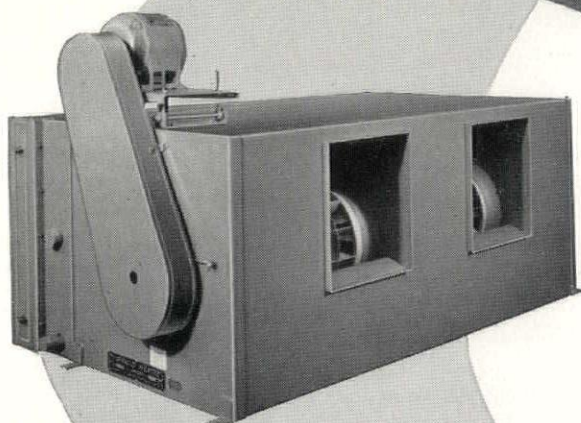
DESIGNED TO AID THE



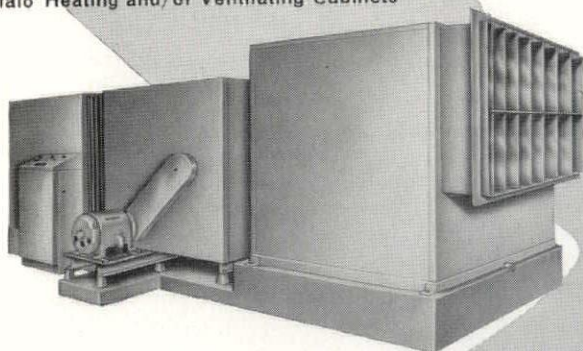
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ARCHITECT

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'Buffalo' Air Handling
Equipment
to move, heat, cool, dehumidify
and clean air and other gases.



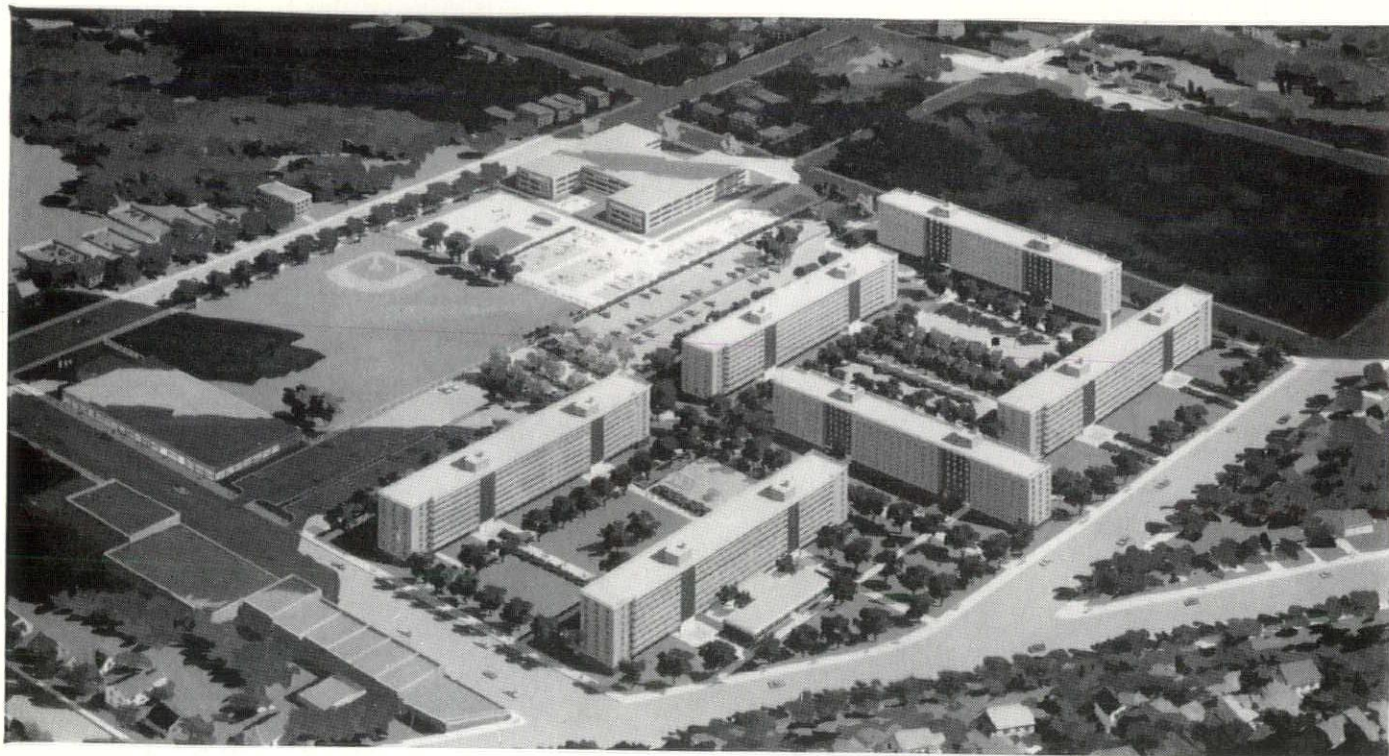
'Buffalo' Machine Tools to drill,
punch, shear, bend, slit, notch
and cope for production
or plant maintenance.



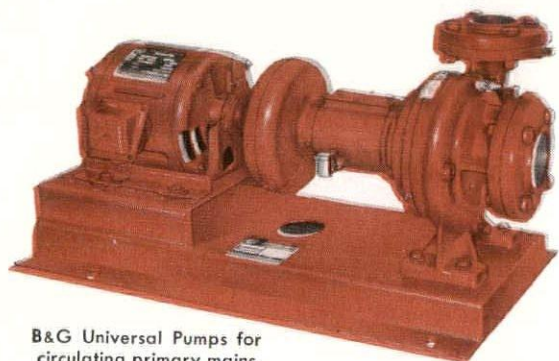
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slurries under a variety
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and rice. Special processing
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Where multiple buildings or multiple zones are to be heated with circulated water, this pumping method materially reduces the pump horsepower required, improves heat control and saves fuel.

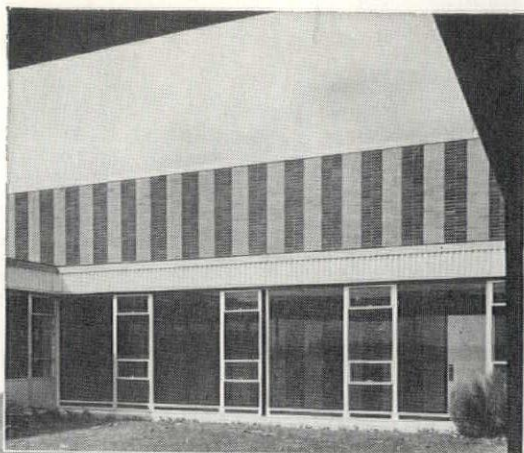
This installation is basically a two-zone primary distribution system with 3 secondary heating zones, 1 secondary domestic water zone and 1 secondary snow melting zone in each building. The space heating risers are of the B&G up-and-down Monoflo type, using 3,303 Monoflo Fittings.

Write for free booklet which gives detailed information on this more efficient, more economical method of heating with water.

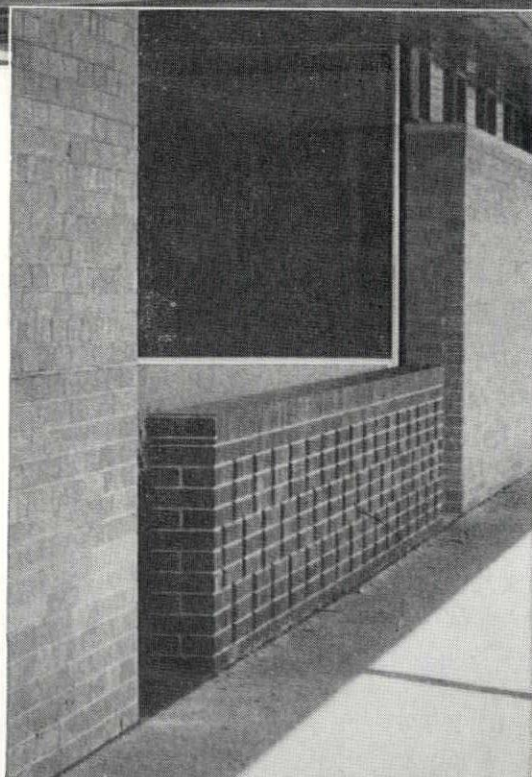
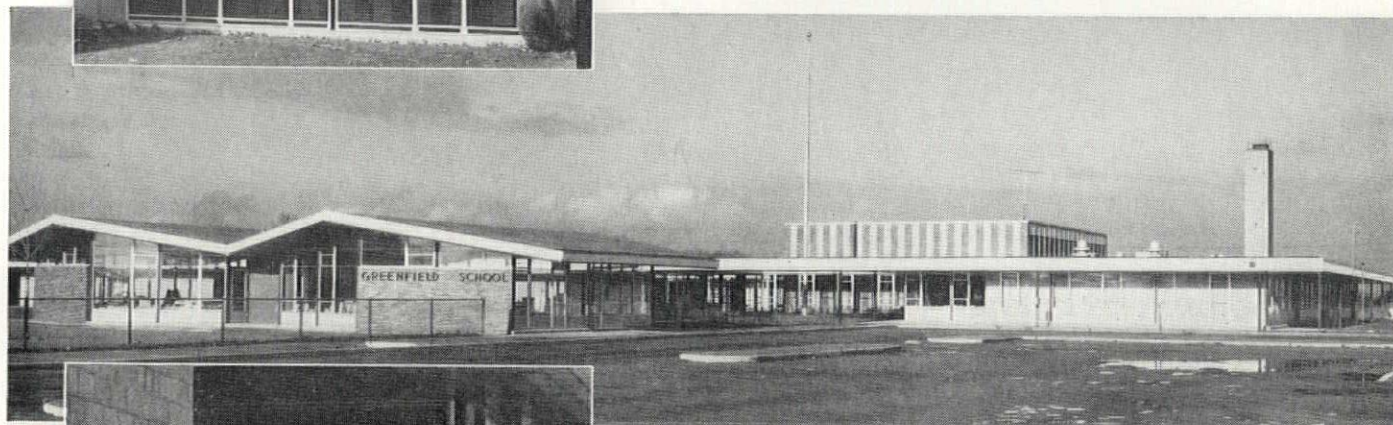


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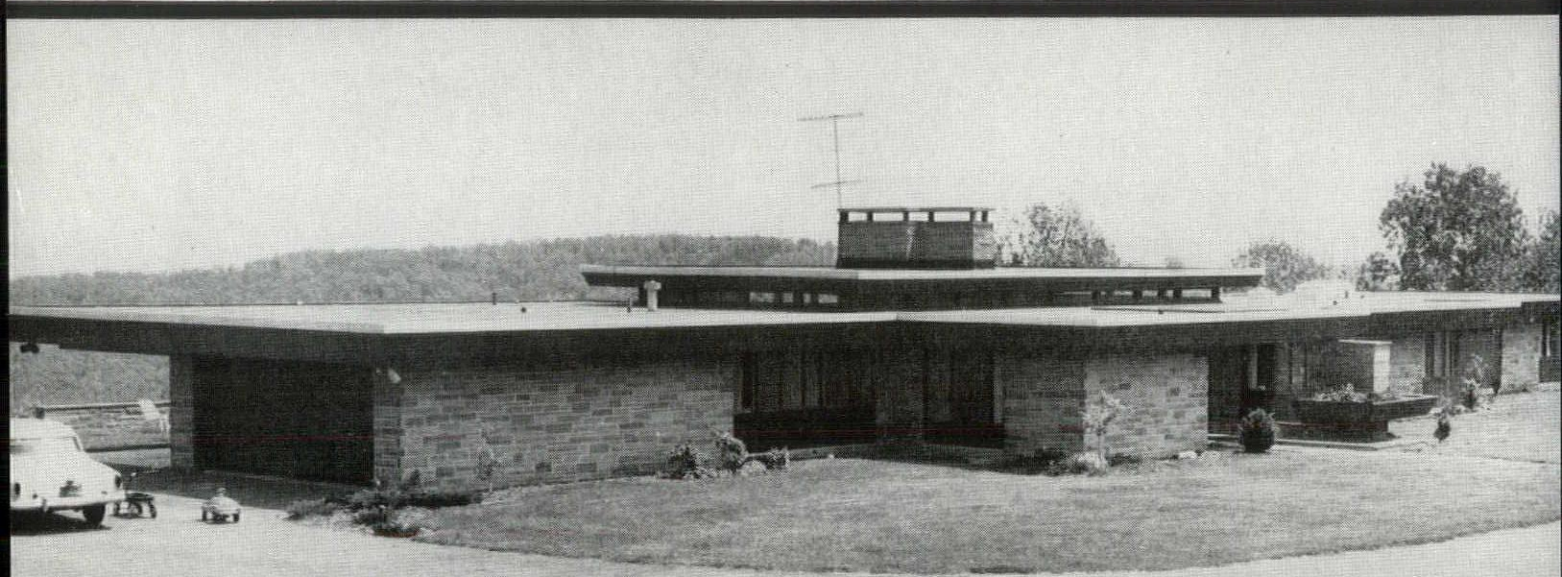
Brick Company • CANTON, OHIO

GREENFIELD ELEMENTARY SCHOOL, BIRMINGHAM, MICHIGAN
 ARCHITECTS-ENGINEERS: EBERLE M. SMITH & ASSOCIATES, INC., DETROIT



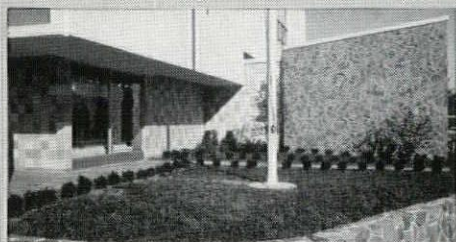
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HOMES: BEAUTY AND ENDURING SATISFACTION

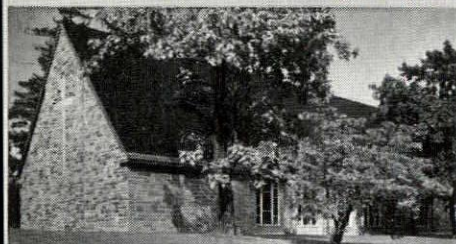
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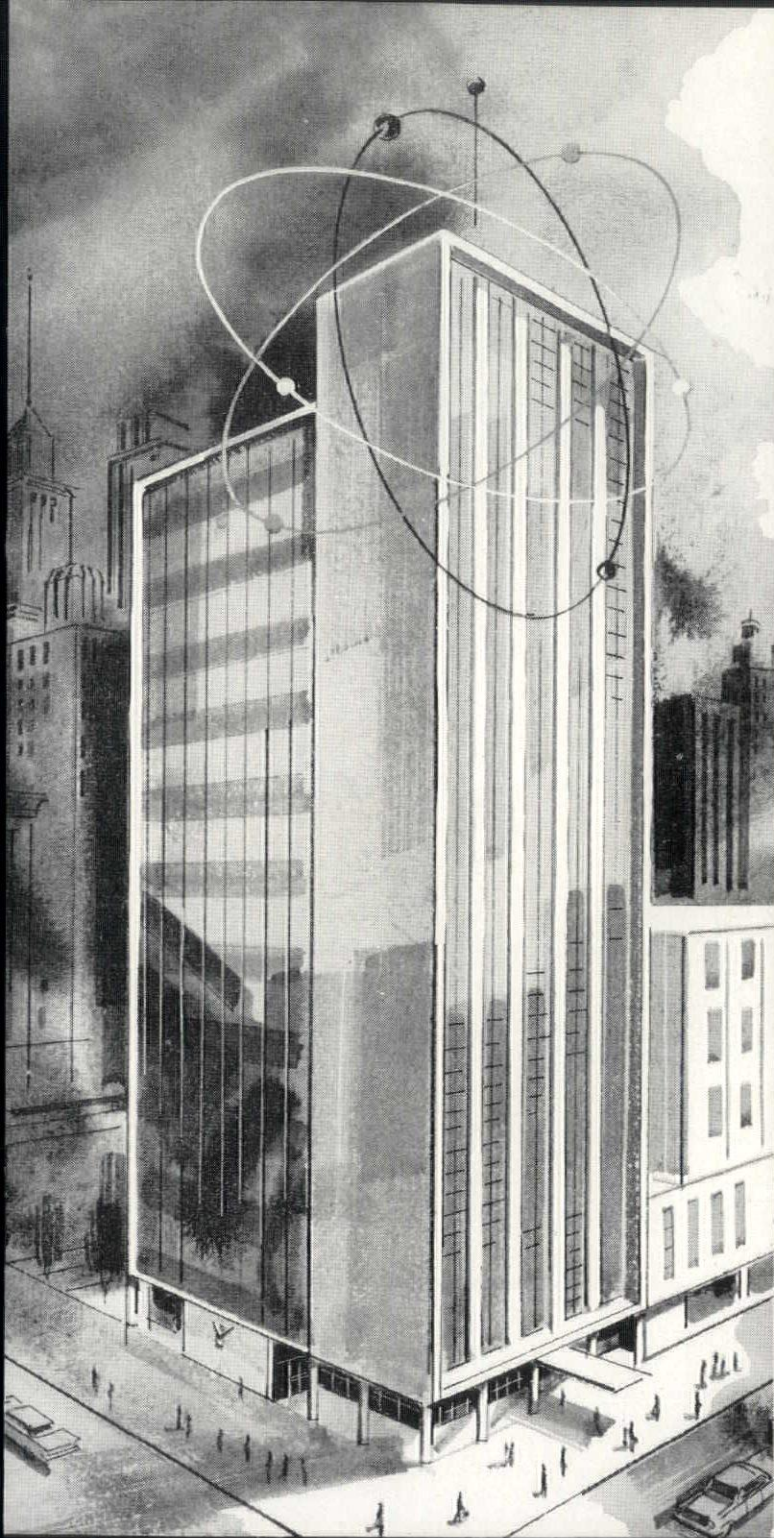
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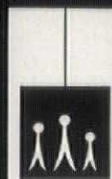
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**The Miracle in Motion That Sets New Standards
for Speed and Comfort in Vertical Transportation**

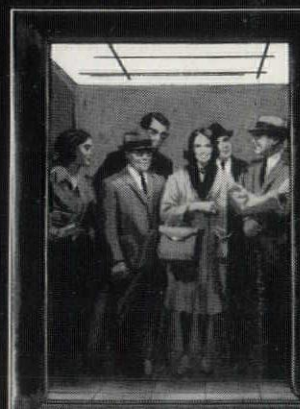
Haughton Dynafite achieves the high speeds required for efficient handling of heavy elevator traffic with *incredible smoothness*. Acceleration and deceleration are so subtle—so finely controlled—that passengers scarcely feel any motion at all. This means passenger comfort and confidence that no conventional control system can provide.

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HOPE'S ALUMINUM WINDOW WALLS

1818



OFFICES OF THE BRITISH EMBASSY, WASHINGTON, D. C.

Architects: Eric Bedford, Chief Architect and W. S. Bryant, Superintending Architect, British Ministry of Works.

General Contractors: John McShain, Inc.

This distinctive office building uniquely groups over 400 offices and rooms around a central court with a connecting lobby passageway to a circular conference hall which seats 250 people.

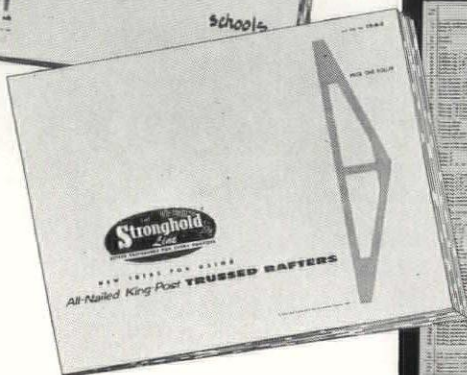
The many benefits of natural lighting are obtained through the use of window walls in offices, library and many other locations including the Ambassador's office. Elsewhere large aluminum windows are recessed in stone surrounds with slate

panels below the glazing. The rotunda of the conference hall is entirely glass set in curved-on-plan aluminum frames; privacy and control of lighting are obtained with electrically operated curtains.

All of the various types of aluminum windows, including a seven story curtain wall, were installed by Hope's experienced erection staff. For further information on the finest aluminum windows and window walls, write for Hope's Publication 170.

HOPE'S WINDOWS, INC., Jamestown, N. Y.

THE FINEST BUILDINGS THROUGHOUT THE WORLD ARE FITTED WITH HOPE'S WINDOWS



Recommended Nailing Schedule for Common Applications in Building Construction

Application	Material	Size
General Framing	Common	16d
	Wire	16d
	Galvanized	16d
	Stainless Steel	16d
Roofing	Common	16d
	Wire	16d
	Galvanized	16d
	Stainless Steel	16d
Siding	Common	16d
	Wire	16d
	Galvanized	16d
	Stainless Steel	16d
Shingles	Common	16d
	Wire	16d
	Galvanized	16d
	Stainless Steel	16d
Drywall	Common	16d
	Wire	16d
	Galvanized	16d
	Stainless Steel	16d
Trusses	Common	16d
	Wire	16d
	Galvanized	16d
	Stainless Steel	16d
Rafters	Common	16d
	Wire	16d
	Galvanized	16d
	Stainless Steel	16d

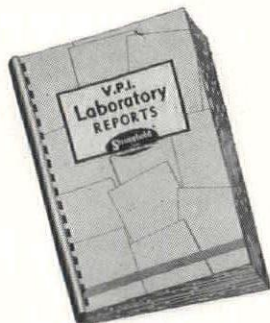
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Yours for the asking

MANY ARCHITECTS and others are finding this authoritative literature on new and better fastening methods helpful. It tells how STRONGHOLD® Annular Thread and SCREW-TITE® Spiral Thread Nails make house frames stronger, keep floors and underlayment smooth and squeak-free, virtually eliminate "popping" nail heads in gypsum board drywall, hold shingles secure in winds up to three times hurricane force — often with fewer nails, slimmer nails, shorter nails — and with important savings in time, labor and materials. STRONGHOLD and SCREW-TITE Nails have revolutionized fastening methods. This literature shows you *why*. Write us for it.

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Practically all of the authoritative data available on the holding power of threaded nails is the result of the continuing program of research sponsored by us, and reported in these VPI Bulletins. Ask us for a bound copy.

Sample board at right is 12 x 18 inches, has actual samples of nearly 50 "Stronghold Line" improved fastenings that hold better, tighter, longer — enable you to use new cost-saving techniques and materials.

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BRIDGEWATER, MASSACHUSETTS



THE TIME HAS COME FOR



FRIBBLE calls it a "frill"—"Air conditioning?—it's for the birds. I got through without it!"



QUIBBLE will "buy" it—if you give him a building that includes air conditioning at no extra cost.



DRIBBLE is bouncing the idea around. "We can't air-condition this school; maybe the next one!"

Only a few years ago we asked: "Are we ready to air-condition our schools?"

Then came Sputnik—and examination of our educational system. Shortcomings of the present were blamed on teaching of the past. Demands of the future were portrayed by frightening statistics. *Quality* and *quantity* became important educational yardsticks.

Many new curriculums, methods, tools, and schedules are being proposed to improve *teaching*. Conditions that improve *learning* deserve equal attention.

Fribble, Quibble, and Dribble

There is a classroom thermal comfort most conducive to learning. Good schools have sought to maintain it with a unit ventilator in every room. It heats the room for occupancy—after which it fights heat from the pupils, the lights, and the sun all day long, introducing enough fresh air for continuous ventilation and enough more to prevent the accumulation of enervating heat. But when outdoor air is not cool enough to offset the heat gains, *refrigerated* air is required. This condition exists in most schools in spring and fall—and in all of them in summer.

Mechanical cooling is needed now in schools intent on achieving excellence. It will be needed in all schools in the years ahead.

Time for Action

An educational revolution is under way. Changing patterns demand flexible schools. Learning spaces—whatever their size—need a *year-round* thermal environment under unitary control. The facility is an economic necessity based on *productivity*.

Challenge to the Planners

Schools should be designed to meet new educational needs—including air conditioning on its merits. Some schools may cost less with air conditioning than others without it; but architecture should not be weighted by this requirement. The goal is the pupil's learning efficiency.

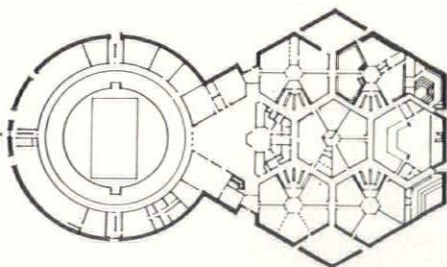
The Role of Nesbitt

Air-conditioning schools is a specialized field. Manufacturing equipment to serve for the life of a school calls for a proven ability. Look back over the record of the past 44 years—in thousands of classrooms—and you will confidently look ahead with Nesbitt



POSITIVE THINKING ABOUT SCHOOL AIR CONDITIONING

Changing educational patterns demand flexible schools with learning spaces equipped for year-round air conditioning under unitary control—as an economic necessity based upon educational productivity for the life of the building.



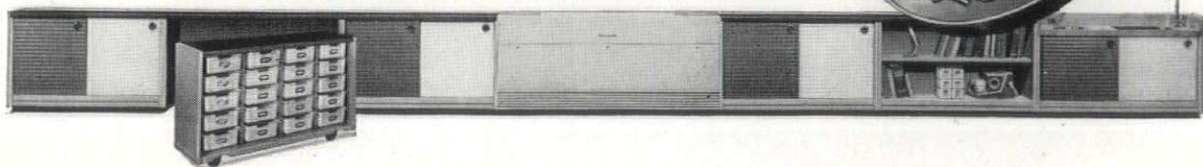
McPherson goes Nesbitt!

This new high school for McPherson, Kansas, is a good example of a building designed to meet modern educational specifications—including audio-visual and team teaching methods and year-round air conditioning. Total cost (with furniture and kitchen equipment), \$11.79 per sq. ft.—of which \$2.35 is for plumbing, heating, and air conditioning. Average cost of 22 non-air-conditioned high schools in the same area, \$13.90 per sq. ft.—Architects and Engineers, Shaver & Co., Salina, Kansas.

We shall be glad to send you the complete story on Nesbitt year-round air conditioning for schools

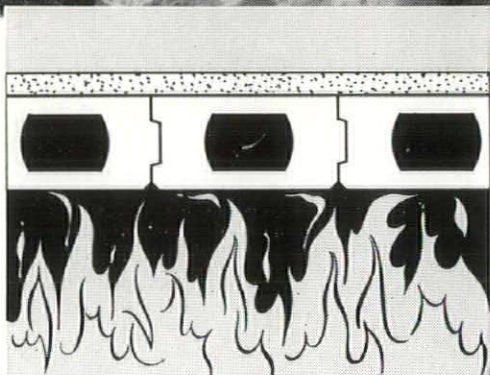
Made and sold by John J. Nesbitt, Inc., Philadelphia 36, Pa.

Sold also by American Standard Industrial Division and American Standard Products (Canada) Ltd.





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In fire tests conducted by Underwriters' Laboratories, Inc., the Doxplank tested received a 4-hour rating as a noncombustible material.

The 4-Hour Fire Rating of Doxplank is of major importance to many building owners. For schools, hospitals, housing projects and office buildings, this highest fire rating can provide substantially lower fire insurance rates when compared to other floor and roof systems.

New Finished-Ceiling Doxplank also provides balanced sound control, excellent thermal properties, natural finished-ceiling beauty and a strong, lightweight concrete deck that can be installed in any season.

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P.O. BOX 56 HAMILTON, N. Y.
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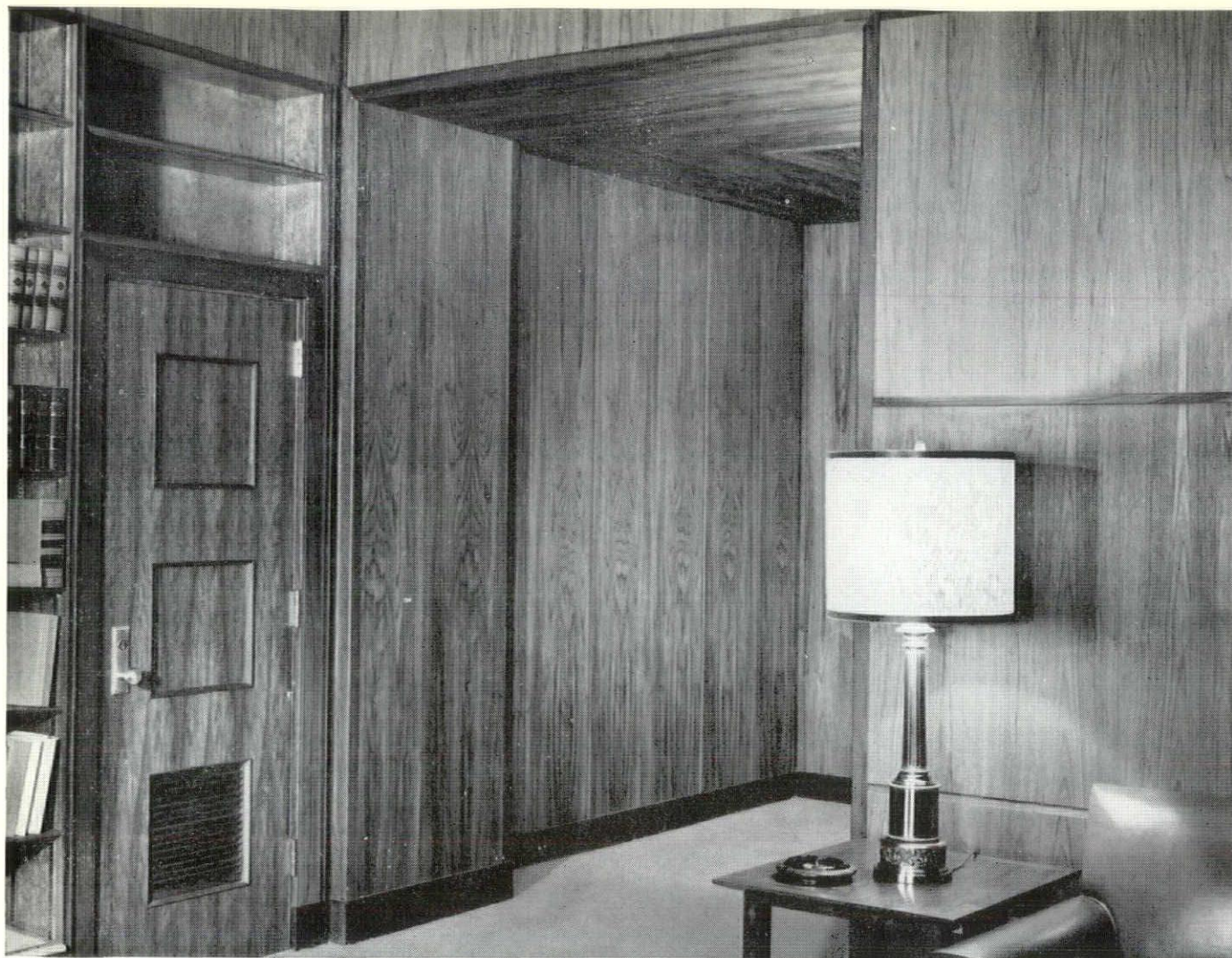
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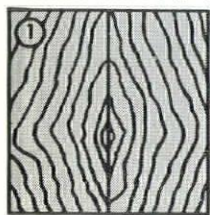
Tebco Midnight Gray 53 WC Velour
Green Valley Elementary School, Parma, Ohio
Architect—Heine, Crider and Williamson, Berea, Ohio
General Contractor—Schirmer-Schneider Company, Cleveland, Ohio
Tebco Face Brick Supplied By:
The Ideal Builders Supply & Fuel Co., Cleveland, Ohio



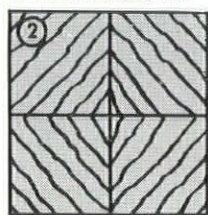
WELDWOOD ALGOMA-MADE BLUE PRINT MATCHED PANELING of plain sliced teak was chosen by architects Gehron & Seltzer, under the direction of N. Y. State Architect Carl Larson, for the Judge's Chamber, Court of Appeals Building, Albany, N. Y.

Each wall a work of art—when it's wood paneling by Weldwood

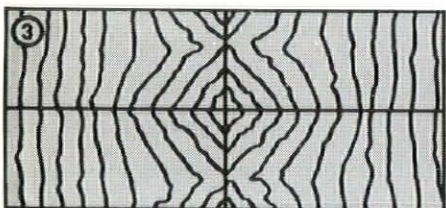
THREE EXAMPLES OF THE VENEER MATCHER'S ART



1. CENTER MATCH. Two consecutive pieces of veneer, one of which is turned over, are arranged side-by-side so the joint falls in the panel's center.



2. DIAMOND MATCH. Another popular arrangement especially suitable for crotch veneers.



3. FOUR-WAY CENTER AND BUTT. This type of match is frequently applied to butt, crotch, or stump veneers, since it effectively reveals the beauty of their configurations.

Log, cut, match, and finish all contribute to the "one-of-a-kind" beauty of a Weldwood® paneling interior

Wood cut from the trunk of a tree presents an entirely different appearance from wood cut from the stump, a burl, or a crotch of the same tree. Similarly, cutting across the grain, slicing with the annular growth rings, rotary peeling, or any of many other cutting possibilities, each affects the patterns and figures of the veneer.

Yet only after the veneers have been cut and registered in sequence at Weldwood's Algoma mill does an even finer art come into play. The fine art of matching these veneers into panels literally compounds the infinite. There is no limit to the variety of beautiful wood paneled interiors architects and decorators can achieve with Algoma-made wood paneling by Weldwood.

In Weldwood's Algoma Architectural veneer collection, you have at your disposal the world's largest "library" of beautiful woods—stock or custom finished. For help from a Weldwood Architects' Service Representative in planning your next Weldwood paneling interior, just write United States Plywood, Dept. ESA 10-61, 55 West 44th Street, New York 36, New York.

WELDWOOD

ALGOMA-MADE REAL WOOD PANELING

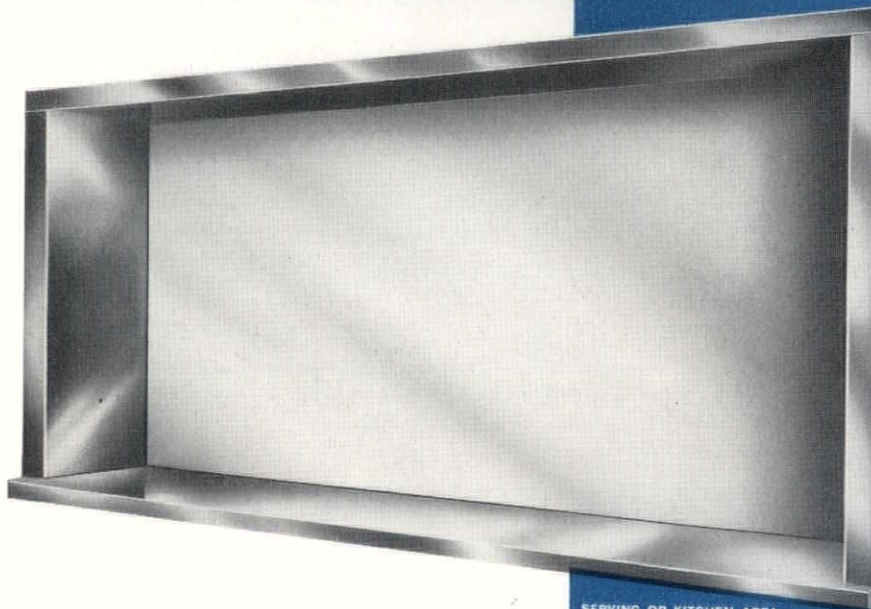
Product of United States Plywood • 145 branch showrooms in U. S. and Canada • In Canada: Weldwood Plywood, Ltd.

PEELLE

introduces a new

Underwriters Label 1½ Hour

PASS WINDOW

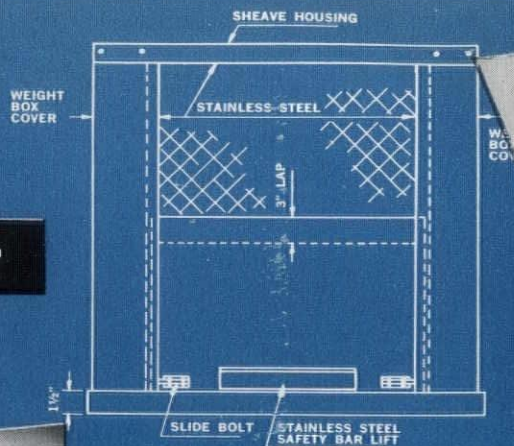


This stainless steel, or plain, pass window is another example of the application of Peelle engineering skill to the protection of life and property through products of tested and approved design.

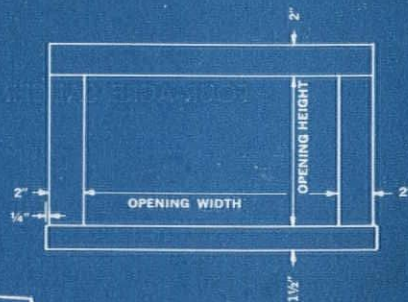
CHECK THESE FEATURES

- "UNDERWRITERS LABEL" reads "FRAME & FIREDOOR ASSEMBLY RATING 1½ hr. "B" Temperature Rise 30 minutes 650° F. maximum)"
- Integral frame and trim with masonry jamb anchors and a removable door unit with door panel combination guides and counter-weight enclosures.
- Door panel of reinforced hollow metal construction, 1½" thick, filled with fireproof acoustical filler. Ball bearing operation.
- Many optional features available, including plain steel units—shop primed, fuse link closing device, cylinder deadlock, flush cups on dining room side and fascia plates to conceal wall between guides.

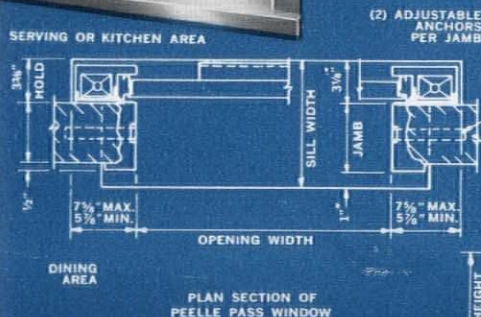
Limitations: Maximum label size 6'0" wide x 4'0" high. Either dimension cannot be exceeded, minimum frame depth 4".



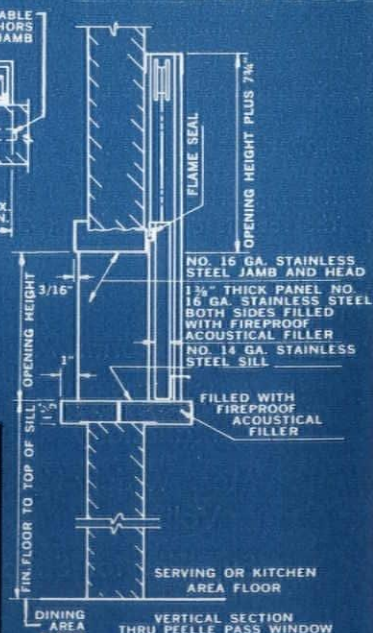
KITCHEN AREA ELEVATION PEELE PASS WINDOW



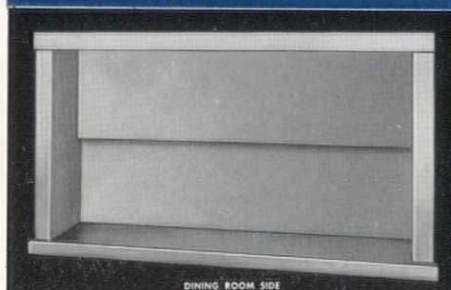
DINING AREA ELEVATION OF PEELE PASS WINDOW



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VERTICAL SECTION THRU PEELE PASS WINDOW



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HAYDITE THE MODERN LIGHTWEIGHT AGGREGATE FOR LIGHTWEIGHT STRUCTURAL CONCRETE



FOUR-ACRE SAUCER ROOF CANTILEVERS 114 FT. BEYOND THE WALLS OF THE NEW PAN AM TERMINAL BUILDING AT IDLEWILD

- Deceptively dainty, this mammoth elliptically-shaped roof affords cover on the loading side of the terminal for six huge jets. If miraculously re-located, it could easily cover Yankee Stadium.
- The roof is framed with welded steel girders radiating outward from a hub, and supported at roughly the mid-points on large piers that contrast with, and are part of the building's glass walls. Cables support the cantilevered ends, pass over stanchions atop the piers, and are anchored into the hub. Sweeping upward as well as outward, the roof framing has a soaring effect.
- Obviously one of the major considerations when designing the framing members was to keep the dead weight of the roof it supports as low and yet as strong as possible. A lightweight structural concrete roof slab only 4 in. thick was the answer. It is supported on the lower flanges of the girders and purlins. The roof is designed for a 40 psf live load. To assist even further in this high strength to low weight relationship, the slab is reinforced with welded wire fabric. **A 30 per cent weight reduction in concrete and a 20 per cent reduction in weight of reinforcement resulted.**
- The underside of the roof is acoustically and thermally treated with cellular glass insulation. Furnished in 3-in. thick blocks, this material was placed on the plywood forms and anchored into the lightweight concrete cast directly over it. Approximately 4,000 cu. yd. of 100-pcf concrete was required. Maximum span for the 4-in. slab is about 16 ft.; compressive strengths at 28 days exceeded the specified 3000 psi.
- Architect-Engineer: Tippetts-Abbett-McCarthy-Stratton, New York; Associated Architect: Ives, Turano & Gardner, New York; General Contractor: Turner Construction Co., New York; Ready-Mix Concrete: M. F. Hickey Co., Brooklyn; Nor-lite expanded shale aggregate furnished by Northern Lightweight Aggregate Co., Cohoes, N.Y.

VERSATILE

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ARCHITECTS PARTICIPATE IN URBAN DESIGN

THIS SPECIAL CONVENTION ISSUE OF THE
EMPIRE STATE ARCHITECT HAS BEEN PRE-
PARED UNDER THE GUEST EDITORSHIP OF
SHERMAN SCHNEIDER, A.I.A.

The fact that our cities are obsolete, as they now exist, is known to laymen and professionals alike. The huge toll exacted by this obsolescence, both in terms of human energy and discomfort, and material losses to the economy demands action.

It seems that in a good number of the cities where renewal work has either been accomplished or proposed, the work has been initiated by interested citizenry, in the nature of civic business and professional groups, rather than by governmental agencies.

This, in a democracy such as ours, is as it should be.

We, as architects, have then a two-fold responsibility to the community.

As interested citizens and as persons of professional competence in the areas of urban design, thought by many to be unequalled by any other discipline, it is incumbent upon us to lead the less informed citizenry.

It is our responsibility as individuals and professionals to seek out what is wrong with our individual cities or towns, to prepare solutions and to help in getting meaningful programs started.

This kind of activity on the part of the individual architects naturally creates problems. One of these is the ethical problem of how to fulfill the aforementioned responsibility without providing free professional services in our standard frame of reference.

It is hoped that this convention will provide for an open discussion of this and the many other problems confronting our profession in urban design. Unless we discuss these problems and take positive action, the architectural profession may well find itself in a position where it may make no contribution. S.S.

The following resolution was presented to and adopted by last year's convention. The first and last of the resolutions will have been achieved with this year's convention. Without doubt, an important topic of discussion will be the degree of fruition the remaining resolutions have achieved.—Ed.

RESOLUTION VII

Sponsored by: Resolutions Committee

Title: Urban Planning

WHEREAS, certain non-professional groups are seeking professional planner status, and

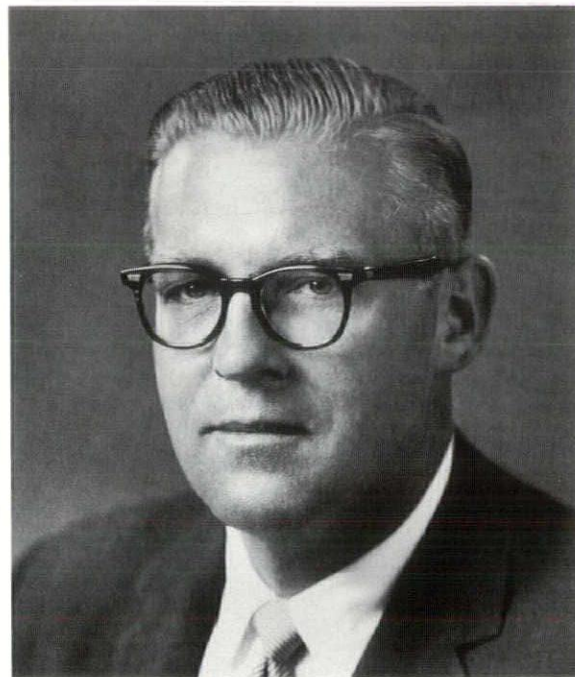
WHEREAS, the work of these groups is infringing on the basic responsibility of the architect, and

WHEREAS, the architectural profession must be strengthened in the field of urban planning,

NOW, THEREFORE, BE IT RESOLVED, that the New York State Association of Architects adopt the following program:

1. The establishment of a planning workshop before the 1961 New York State Association of Architects Convention.
2. The recommendation that the Architects of this state qualify themselves for the New York State Department of Commerce urban planning list.
3. That the urban planning committee study the role and importance of urban planning in architectural schooling and in architectural practice.
4. That the New York State examination for registered architects be strengthened in the field of urban planning.
5. That the theme of the 1961 Convention of the NYSAA shall be "Urban Planning."

Approved by the Resolutions Committee
Adopted by the Convention, Oct. 15, 1960.



David L. Eggers
Convention Chairman

This year's Convention at the magnificently appointed Saranac Inn offers every member of the New York State Association of Architects four of the most relaxing and rewarding days one could ever experience on any convention circuit. You will want to make your attendance September 24-27 a MUST because not only do we have a provocative program theme in URBAN RENEWAL that is guaranteed to induce stimulating discussion but also your program committee, like any good architect, has taken advantage of Saranac's natural surroundings to provide the ultimate in recreational activities to appeal to all segments of the family.

While we in the profession will be attending the several meetings and listening to outstanding speakers, our wives and members of the family may enjoy hours of relaxation in swimming, boating, golf, hiking, or plain rocking away on the spacious porches of beautiful Saranac Inn. And let us look forward to renewing old and making new friendships at the nightly cocktail parties and dances on tap, as well as the buffet and formal dinners that are in store. Plan now to make your reservations for what promises to be the perfect combination of mixing business with pleasure. Saranac in September is resplendent with innate beauty, the perfect setting to enjoy what we expect will be the perfect convention. Your attendance will contribute greatly to a Greater NYSAA.

Sincerely,
David L. Eggers
Convention Chairman

EMPIRE STATE ARCHITECT



*Congressman John V. Lindsay
Banquet Speaker*

PROGRAM:

Wed., Sept. 27th

- 3:00 PM Registration Opens
Regional Council, AIA, Meeting
- 6:00 PM Host chapter cocktail party
New York Chapter AIA
Opening of Architectural and
Commercial Exhibits
- 7:00 PM Dinner with Your Friends
- 8:00 PM Opening of Commercial Exhibits
- 9:00 PM Seminar (to be announced)
- 10:00 PM Dancing

Thurs., Sept. 28th

- 9:00 AM Breakfast
Registration Continues
- 9:30 AM Opening business session
- 10:00 AM Ladies Activities/bridge/golf/
boating

- 10:00 AM "Architects Participate in Urban
Design"
Norval White, Chairman
Charles Crangle
Richard Dober
Matthew Rockwell, AIA, AIP
James Scheuer
William Slayton
Julian Whittlesey, FAIA
Oliver Winston

1:00 PM Buffet Luncheon

2:30 PM Ladies' Activities
WORKSHOP/SEMINARS, "Architects Participate in Urban Design" (above speakers and all others participate)

4:00 PM SUMMARY/PROPOSALS/ACTION
"Architects Participate in Urban Design" (above speakers and all others present participate)

7:00 PM Dinner and Hawaiian Luau Party
Cocktails, Floor Show, Dancing

Fri., Sept. 29th

- 9:00 AM Breakfast
Registration Continues
- 9:30 AM Business Session Opens
- 10:00 AM Ladies' Activities
- 1:00 PM Luncheon with Your Friends
- 2:30 PM Ladies' Activities
Men's Golf Tournament
Business Session
- 6:00 PM Cocktail Party—Exhibit Area
- 7:00 PM ANNUAL BANQUET
- 10:00 PM Dancing/Entertainment

Sat., Sept. 30th

- 8:00 AM Breakfast
- 9:30 AM Business Session
- 1:00 PM Awards Luncheon
- 3:00 PM NYSAA Directors' Meeting
Many other details, events, activities, participants will be announced as they are enlisted.

THE NEW YORK STATE URBAN PLANNING ASSISTANCE PROGRAM

The existence of a New York State Department of Commerce Urban planning consultants list is known to many of the architects in the state. Considerably more mystery seems to be attached to how to go about getting one's name on this list, what it means to be listed, and who uses this list.

Inquiry by way of a letter to Mr. Keith McHugh, Commissioner, State of New York, Department of Commerce, brought the following items by return mail. The first is a letter explaining the list and its eligibility requirements, and the second, our article explaining the Urban Planning Assistance Program.—(Ed.)

Dear Mr. :

Thank you for your recent letter indicating your interest in becoming eligible as a planning consultant for work under the 701 program of the Federal Urban Planning Assistance in New York State. I am sending you, attached, a copy of our booklet covering the Urban Planning Assistance Program which details the purpose and operations of

the program, eligibility requirements for local agencies and eligibility requirements for their proposed consultants. This booklet also sets forth the types of planning eligible for aid and the proper application procedure.

Your attention is called to the statement on page 10, under Eligible Planning Consultants, as follows: "Local officials may propose an eligible planning consultant, but he must be acceptable to and will work under a contract with the Department of Commerce."

In administering for New York State the Federal and State programs for Urban Planning Assistance, the Department has been faced with the responsibility of assuring itself that the work to be performed under the Federal grant is undertaken by a professionally qualified planning consultant as required under Federal Law. Since the Department cannot obviously recommend a single individual to a community, and since a number of local planning boards have raised the question as to potentially available planning consultants, the Department has prepared a list of consultants who fulfill certain basic training and experience requirements and who have signified their interest in being considered for contracts under the Urban Planning Assistance Program in this State. The distribution of the list is limited to local planning boards considering Urban Planning Assistance Programs and specifically requesting such a list. This list is not to be considered all-inclusive and new names are added from time to time as additional consultants indicate their interest. The Department is always willing to review the experience and training of any consultant who wishes to be considered for Urban Planning Assistance Projects.

In order for us to evaluate your particular qualifications we would need the following information and ask that you furnish statements covering the following points:

1. Your educational background and training.

2. Your experience record as a Planning Consultant:

- A. Types of planning work performed as a Planning Consultant; the degree to which the planning work has included all or a major portion of the elements generally included in a community comprehensive plan, and special types of planning activities;
- B. Types of communities in which planning work has been done; size as measured by population, types of governmental organizations (city, town, village, metropolitan area, or region);
- C. The level of participation as a Planning Consultant; degree of responsibility for supervision of the planning projects (to establish conformity with the eligibility requirements).

The eligibility requirements for planning consultants to participate in the Urban Planning Assistance Program are as follows:

The planning consultant for the 701 program must be a person professionally engaged in the practice of urban planning—the planning of municipalities, regions or metropolitan areas. He must have at least eight years of experience in such planning work as a principal source of income. A Bachelor's degree from an accredited college or university in the fields of engineering, architecture, landscape architecture, geography, sociology, public administration or related disciplines may count as one year of such experience; a Bachelor's degree from a recognized school of planning or a Master's degree in the fields as listed above may count as two years of such experience; a Master's degree from a recognized school of planning may count as three years of such eight years of experience.

Not less than four of the eight years must have been spent in responsible charge of any combination of the following: (1) the formulation of, (2) directing the work of others in the preparation of, (3) the active effectuation of, a master or comprehensive municipal, regional or metropolitan area

plan or the major portions thereof.

It should be clear from the foregoing that much of the material requested herewith differs but little from that which planning consultants expect to furnish to municipalities seeking to determine whether the planner under consideration is capable of furnishing the scope of services needed.

We shall look forward to hearing from you further and appreciate your interest in the program.

Sincerely yours,

Att:

Today, sound long-range planning is the key to community growth.

This article is designed to give you a clear picture of the Federal and State planning aid available to help communities chart their future growth. Such aid is provided under the Urban Planning Assistance Program as expanded by the Federal Housing Act of 1959.

Outlined in detail are procedures for the operation of this program, and requirements for participation in it by municipalities, urban areas, counties, metropolitan and regional areas. The types of eligible and ineligible planning projects also are explained.

The New York State Department of Commerce is the designated State Planning Agency to administer Federal and State Funds for local planning activities provided under Section 701 of the U.S. Housing Act of 1954, as amended by the Housing Act of 1959.

Further information on the Urban Planning Assistance Program can be obtained by writing to the Director, Bureau of Planning, New York State Department of Commerce, 112 State Street, Albany 7, New York.

PURPOSE AND OPERATION

The Urban Planning Assistance Program, as amended by the Housing Act of 1959, has three chief objectives:

1. To help state and local governments solve planning problems resulting from rapid population growth in metropolitan and other urban areas, including smaller municipalities.
2. To facilitate comprehensive planning for urban development by state and local governments on a continuing basis.
3. To encourage state and local governments to establish and develop planning staffs.

The program is not intended to supplant planning now being done from regular appropriations for a planning agency. Localities which have adequate resources are expected to continue financing their own planning.

The Federal-State planning program may be used to produce a general or master plan—or a major part of such a plan—for the municipality. It may assist in revision and bringing up to date a previously prepared master plan. The program may be also used to set up a general community plan as part of the workable program required for urban renewal projects. Such assistance can be valuable to small municipalities which are suffering from urban blight or which are growing rapidly and need to avoid the mistakes of the past.

A planning project must deal with specific planning items—either a complete program or activities needed in the preparation or revision of a comprehensive plan for the growth and development of municipalities, metropolitan or other urban areas. The work may include surveys and studies, the preparation of plans and programs, the preparation of regulatory measures, and other planning work. Each planning program must represent activities that can be clearly described and that can be carried to a definable stage of completion within the period covered by the program. Each planning program shall, to the maximum extent feasible, cover the entire urban areas having common or related urban development problems.

The Urban Planning Assistance Program generally envisions programs extending

over a period of two years or less. Contracts between the state and local municipalities, counties, urban areas or metropolitan regions can now be written for more than one year, giving the planning agency the opportunity to space its contributions over at least two budget periods.

In this contract, the State Commerce Department agrees to provide, through a professionally qualified consultant, the services requested by the Local Agency. The Local Agency agrees to pay its share of the cost of the planning program. The general practice in New York State is for this consultant to be proposed by the Local Agency. The consultant is under contract with, and paid by, the State Commerce Department.

Federal regulations require that no planning work can be paid for prior to Federal approval. The contracts mentioned here are, therefore, never entered into or executed until this approval is received.

The Urban Planning Assistance Program has gathered considerable nationwide momentum. Availability of funds to take care of all future applicants is contingent on the amount of Federal appropriations. Consequently, not all local submitting applications to the State Commerce Department may receive planning assistance under this program.

LOCAL AGENCIES ELIGIBLE FOR PLANNING ASSISTANCE

The Housing Act of 1954, which originated the Urban Planning Assistance Program, provided grants to state planning agencies only for municipalities under 25,000 and for metropolitan and regional planning programs. The Urban Planning Assistance Program as expanded by the Housing Act of 1959 now makes the following types of local agencies eligible, subject to limitation of funds, for Urban Planning Assistance:

1. Municipalities having a population of less than 50,000 according to the latest decennial census.
2. Counties having a population of less than 50,000.

3. Any group of adjacent communities, either incorporated or unincorporated, having a total population of less than 50,000, and having common or related urban planning problems resulting from rapid urbanization.
4. Any municipality and county which has suffered substantial damage as a result of a catastrophe and has been declared a major disaster area (as declared by the President of the United States).
5. Governmental planning agencies for areas where rapid urbanization has resulted—or is expected to result—from the establishment or rapid and substantial expansion of a Federal installation.
6. Metropolitan and regional planning agencies for comprehensive planning.

DEFINITION—COMPREHENSIVE PLANNING
The Urban Planning Assistance Program, as authorized by the Housing Act of 1959, defines comprehensive planning to include the following:

1. Preparation, as a guide for long-range development, of general physical plans with respect to the pattern and intensity of land use and the provision of public facilities, together with long-range fiscal plans for such development.
2. Programming of capital improvements based on a determination of relative urgency, together with definitive financing plans for the improvements to be constructed in the earlier years of the program.
3. Coordination of all related plans of the departments or subdivisions of the government concerned.
4. Intergovernmental coordination of all related planning activities among state and local governmental agencies concerned.
5. Preparation of regulatory and administrative measures in support of the foregoing.

TYPES OF PLANNING ELIGIBLE FOR AID
Planning work is eligible for Urban Planning Assistance if it contributes to the preparation or revision of comprehensive plans

for the physical growth or development of an eligible planning area. It includes, but is not limited to, the following components:

1. Preparation, as a guide for long-range development, of general physical plans with respect to the pattern and intensity of land use and the provision of public facilities.
2. Preparation of long-range fiscal plans for carrying out the planned development.
3. Programming of planned capital improvements, according to their relative urgency.
4. Preparation of definitive financing plans for improvements recommended for construction in the initial years of the capital improvements program.
5. Coordination of planning agency's activities with related planning activities of other departments or subdivisions of the government concerned and with those of other state and local governmental agencies.
6. Preparation of regulatory and administrative measures in support of the general physical plan.
7. Preparation of surveys, maps and studies needed for the preparation of plans and programs, including surveys of the existing land use, population forecasts and economic base studies.

TYPES OF ACTIVITIES NOT ELIGIBLE FOR URBAN PLANNING ASSISTANCE

The following activities are *ineligible* for Urban Planning Assistance Aid:

1. Preparation of plans for specific public works.
2. Planning for the development of rural, wilderness or other non-urban areas not directly related to urban needs. (*However, planning is eligible for rural areas on the fringes of cities where urbanization can be reasonably expected, or for urban-related facilities.*)
3. Planning for the organization or reorganization of governmental units.
4. Plans for reorganization of the general tax structure of the areas or for developing new sources of revenues. (*On the*

other hand, financial studies are eligible when they are linked to the preparation of financing plans for public works or long-range fiscal plans for physical development.)

5. Preparation of promotional campaign materials to attract industry or otherwise boost the area. But facts and recommendations developed in the planning work may be used for promotional purposes that are financed from other than Planning Assistance funds.
6. Preparation of building codes, housing codes, plumbing codes and other regulatory measures not primarily concerned with the use and development of land.
7. Routine and housekeeping activities of a planning agency, such as assignment of street names, review of subdivision plats, preparation of tax maps, holding of hearings on zoning amendments and the issuance of building or occupancy permits.
8. Expenses of a planning agency for office rent, utilities, communications, equipment and supplies, or staff employed in carrying out daily operations.
9. Planning work undertaken by metropolitan regional or urban planning agencies may not include planning for the exclusive use or benefit of any individual unit of government within the planning area, but must be of general character that will promote the orderly growth and development of the area as a whole.

SERVICES PROVIDED BY THE LOCAL AGENCY

The Local Agency must, from its own funds, assume the cost of operating and maintaining the planning board or commission. This includes the services of clerical personnel, equipment and materials, memberships in planning organizations and subscriptions to planning publications.

The cost of preparing applications in connection with the Urban Planning Assistance Program is to be borne by the local Agency. Suitable office space, paid for by the Local Agency, must be provided for the planning consultant. These items cannot be charged

to the Urban Planning Assistance Program. The Local Agency's planning board, during the course of the contract, will be required to fix a regular monthly meeting with the consultant to discuss progress of work and to submit copies of the minutes of these meetings to the State Commerce Department. This requirement is designed to aid the Department in carrying out its administrative responsibilities under the Urban Planning Assistance Program.

CURRENT PLANNING SERVICES

As previously emphasized, the Urban Planning Assistance Program cannot be used to provide for the day-to-day operations of the planning board. Federal regulations also prevent the use of planning assistance funds for continued or current planning services by the planning consultant.

These services by the consultant would supplement the planning studies prepared under the terms of the Urban Planning Assistance Program. Some examples of current planning services are:

1. Extra meetings with the planning board and other Local Agency officials on current planning and zoning problems.
2. Assisting the planning board in reviewing applications for approval of subdivision plats under its subdivision control powers and regulations.
3. Meeting with and advising the zoning board of appeals, upon request, in the review of special zoning problems.

The Local Agency should be in a position to finance a separate contract for such services as the above. A consultant under the Urban Planning Assistance Program will justifiably refuse to be burdened with daily problems even though some may have an important bearing on the future of the local agency.

PLANNING ASSISTANCE FUNDS

Approved planning projects will be financed by contributions of the Federal Government, the State Commerce Department and the local agency. Federal regulations allow the Federal Government to provide up to 50%

of the planning program. This it has done in the past, with the State and the local agency each contributing an additional 25%.

But a continued limitation of Federal planning funds is anticipated. At the same time, larger number of New York State communities are seeking planning assistance.

To make the available Federal funds go as far as possible, the various State agencies responsible for establishing the State's contribution feel that there must be a different method of sharing costs. The most equitable solution seems to be an even three-way split of these planning costs.

Applicants for the Urban Planning Assistance Program should be prepared, therefore, for a fiscal arrangement under which they will put up 1/3 of the total funds. The other 2/3 will be 1/3 Federal and 1/3 State.

ELIGIBILITY REQUIREMENTS—LOCAL AGENCIES

To be eligible for participation in the Urban Planning Assistance Program, municipalities and counties must have a population of less than 50,000 as of the latest decennial census. When the 1960 census figures become official, they will be the criteria for eligibility. Integrated urban areas must also have fewer than 50,000 residents.

To be eligible, a Local Agency must have an official planning board or commission with subdivision control powers. It is advisable that Planning Boards for urban areas and counties have subdivision powers, but this will not be held as a direct eligibility requirement. A qualified planning board is one created under the appropriate state laws, with members and chairman appointed, which has been given the power of subdivision control. The Bureau of Planning and the State Commerce Department, will, upon request, assist local agencies in establishing planning boards with subdivision control.

A planning program must cover the entire urban area where feasible. In cases of joint municipal or urban area programs, this eligibility for the entire urban area must be fulfilled.

ADDITIONAL REQUIREMENTS—METROPOLITAN AND REGIONAL

For metropolitan and regional planning there are specific criteria which must be fulfilled. Applicants for metropolitan or regional planning particularly if the area is under 50,000 population, are invited to discuss these requirements with the staff of the Bureau of Planning. Past experience has shown that each metropolitan and regional planning area and program must be handled on a special customized basis if Federal approval is to be forthcoming. There are a number of good reasons for this. Some of the problems for regional and metropolitan planning programs revolve about the maximum area, density, urbanized area, percentage of rural versus urban population, and definite, recognizable, geographical boundaries or barriers.

ELIGIBLE PLANNING CONSULTANTS

Local officials may propose an eligible planning consultant, but he must be acceptable to and will work under a contract with the Department of Commerce.

To be eligible for consideration for contract under the Urban Planning Assistance Program, the planning consultant must be a person professionally engaged in the practice of urban planning, the planning of municipalities, regions or metropolitan areas. He must have at least eight years of experience in such planning work as a principal source of income. Not less than four of the eight years must have been spent in responsible charge of the formulation of, or directing the work of others in the preparation of, or the active effectuation of a master or comprehensive municipal, regional or metropolitan area plan or the major portions thereof. For the information and guidance of local governments, the New York State Department of Commerce will, upon request, furnish to a local planning board a list of planning consultant who fulfill the training and experience requirements listed above and who have signified their interest in being considered for contracts under the Urban

Planning Assistance Program in New York State. This list is not to be considered all-inclusive, however, and the Department is always willing to review the experience and training of any consultant who wishes to be considered for Urban Planning Assistance Contracts.

APPLICATION PROCEDURE

Prior to making application for participation in the Urban Planning Assistance Program, the local planning board should notify the Bureau of Planning of its interest in such assistance, and should make arrangements for a preliminary meeting with representatives of the Bureau to discuss the purpose, need, and scope of the program under consideration. This will assure that the local government and the state agency are in complete understanding of all aspects of the program.

Once the local planning board is prepared to propose a consultant and program to the Bureau of Planning for approval, a pre-application meeting must be held in order to: (1) review the proposed planning program, (2) discuss the urban area, particularly as to eligibility, and (3) clarify the components of comprehensive planning as outlined earlier in this brochure. At this meeting the local planning board, the State Bureau of Planning, and the proposed consultant are all represented.

FUNDS PROVIDED BY THE LOCAL AGENCY

Before the application can be approved by the State Commerce Department, the local legislative body must pass a resolution obligating itself to provide funds for its share of the cost of the Urban Planning Assistance Program. This, of course, will depend upon what planning work is agreed upon by the local planning board and the consultant. The estimate is entered on the application form.

APPLICATION REVIEW

The completed application is submitted to the State Commerce Department for review. It will be considered in respect to the following:

1. The urgency of the need for planning.
2. The ability of the municipality to finance an adequate planning program without assistance.
3. Whether the Local Agency is considering an Urban Renewal Project to eliminate slums.

When local agencies show equal rank in these criteria, the application received first will be granted priority in the allocation of funds.

APPROVAL OF APPLICATION

If the State Commerce Department determines that the local agency is eligible for planning assistance grants, and if State and Federal funds are available, the Department will forward the application and supporting documents to the Federal Housing and Home Finance Agency for its approval.

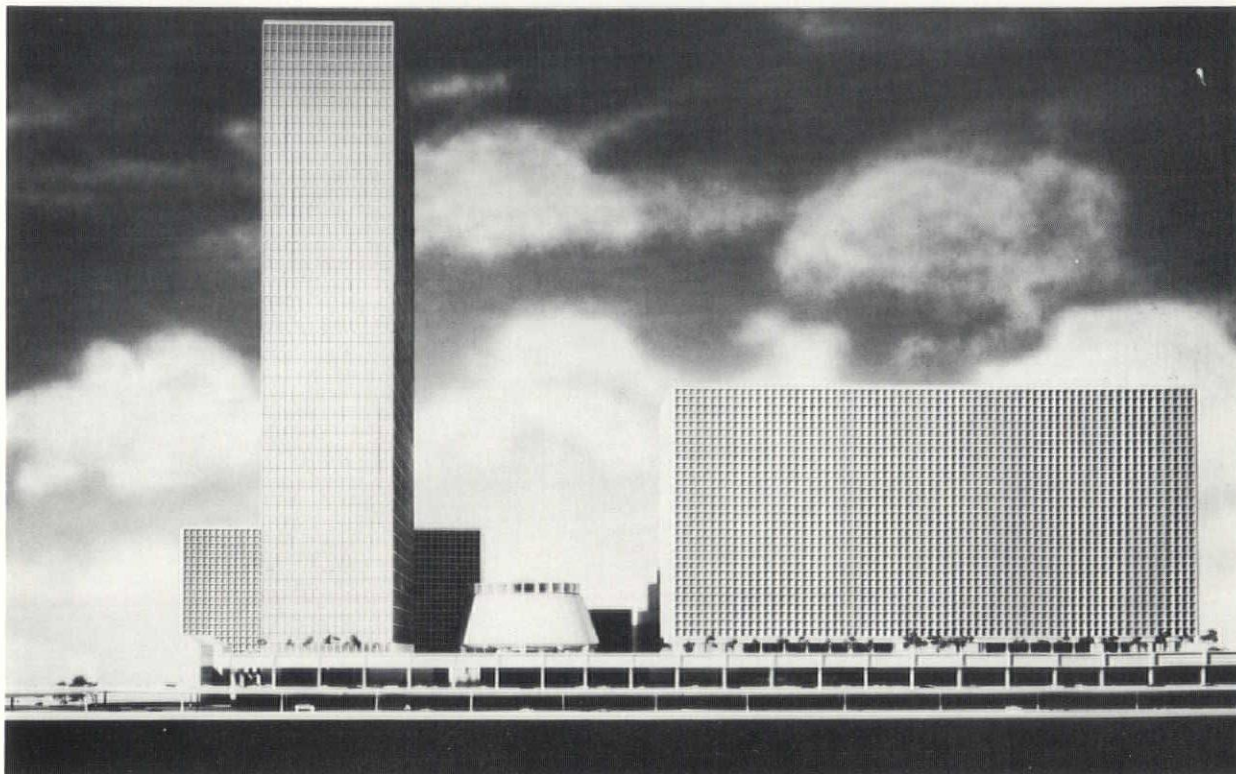
If the Local Agency's project is not approved, the Department will notify the agency.

As soon as the State Commerce Department is informed of the Housing and Home Finance Agency's approval of the project it will notify the Local Agency and the planning consultant.

The Department will then arrange with the Local Agency to have a contract in which the Local Agency agrees to pay its share of the cost to the State of New York.

CONTRACT WITH CONSULTANT

Thereafter, the Department will enter into a contract with the consultant for his performance of the planning program agreed upon with the local officials and for the payment of the stipulated sum. The State will pay the consultant the full amount of the contract, making partial payments as the work progresses. The Local Agency does not make these payments because its share is payable to the State upon request by the State at the completion of the work. The payment by the Federal Government is a transaction between the Housing and Home Finance Agency and the State Commerce Department.



WORLD TRADE CENTER IN THE PORT OF NEW YORK

By Roger H. Gilman
Director of Port Development
The Port of New York Authority

The establishment of a great World Trade Center in the New York-New Jersey Port District was recommended in March 1961, by The Port of New York Authority in a report to the Governors of the States of New York and New Jersey and to the Mayor of the City of New York. The report was based on a year-long study of the planning, financing and feasibility of such a Center following a recommendation made to the two Governors and the Mayor by the Downtown-Lower Manhattan Association in January 1960.

As developed by the study, the over-all plan for the World Trade Center as recommended by the Port Authority would embrace 11 million square feet of floor space. The com-

plex would be located on a 16-acre site in lower Manhattan along the East River extending from Fulton Street on the north to Old Slip on the south. Conceived as an economically self-supporting venture, the project would require an investment of \$355 million assuming, in addition, urban renewal assistance and a 6-year construction schedule beginning one or two years after project authorization.

The study was conducted by the staff of the Port of New York Authority under the coordination of its Port Development Department. Planning of the architectural complex was an integral part of the study and was accomplished by Architect Richard M. Adler, of the firm of Brodsky, Hopf & Adler, with the guidance of a Board of Architects consisting of Gordon Bunshaft of Skidmore, Owings and Merrill; Wallace K. Harrison of Harrison and Abramovitz; and Edward Durrell Stone.

The World Trade Center would be an integrated facility of international trade, housing the offices of the many public and private agencies involved in the administrative, governmental and marketing processes of world commerce. The coordination in the Center of various activities concerned with negotiating, financing, arranging for and clearing of the movement of export-import cargo would make these operations more effective and economical. The World Trade Center would thus speed and stimulate the flow of cargo, and as a result, increase business and employment in all areas of the New Jersey-New York Port District.

A major purpose and benefit of the Center would be to expedite the Customs clearance process by providing a central location for appropriate agencies of the United States and foreign governments, and for the many firms engaged in the administrative processing and servicing of overseas shipments at the nation's leading port. In addition, the Center would have areas for product displays that would serve as an international marketplace for exporters and importers. Further, the World Trade Center would centralize trade service and trade information agencies in the Port of New York for more efficient and effective operations. Provision would also be made in the Center for various commodity and securities exchanges and a wide range of consumer services.

The Center was designed on a plaza concept, with major elements rising from and joined by a Concourse structure. As shown on the accompanying rendering, the principal components of the proposed Center are: *The Concourse*—a multi-level structure covering almost the entire site, providing access to and serving as the unifying element for the complex, separating pedestrian and vehicular transportation, and providing areas for consumer services, deliveries, parking, storage, and mechanical equipment.

The World Trade Mart—a 72-story structure housing combination sales office and display space, topped by a 350-room hotel

and the World Trade Institute.

The World Commerce Exchange—a 30-story building stretching over 650 feet horizontally along a north-south axis, providing office area for such trade-serving agencies as the U.S. Customs Service, customs brokers, freight forwarders, and commodity and security exchanges

The Securities Exchange—a circular element designed to house the trading operations of a securities exchange.

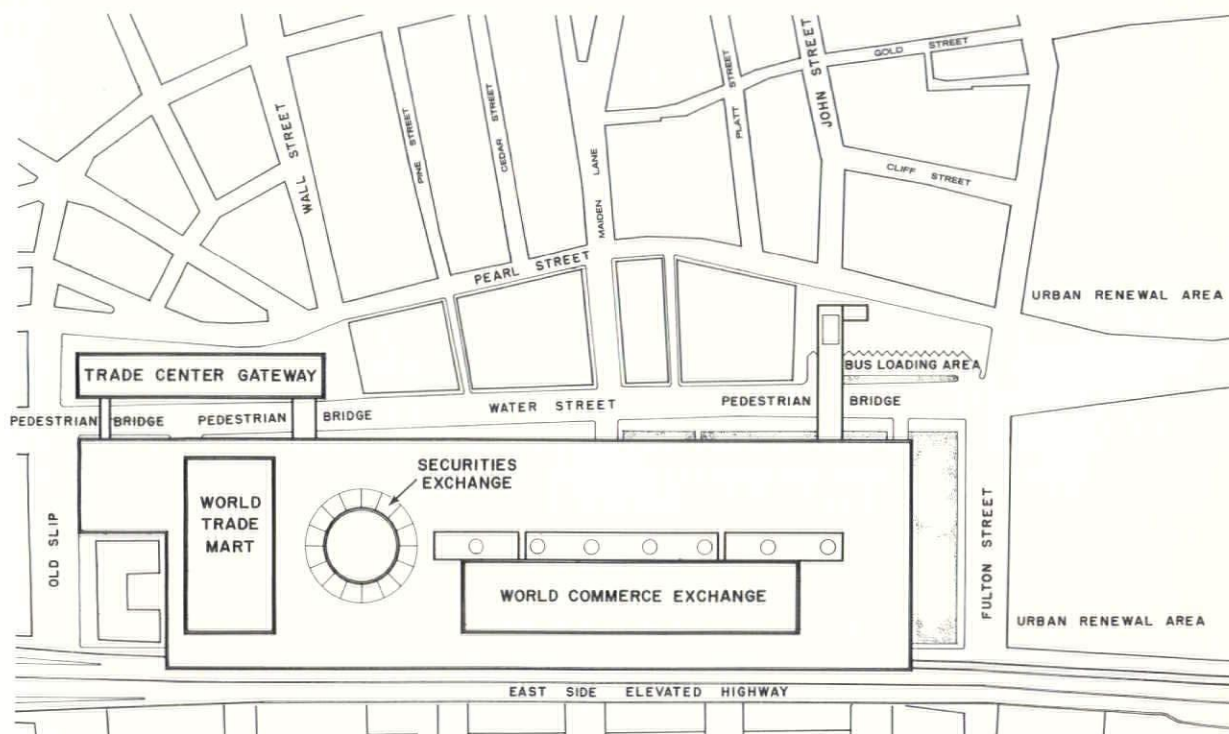
The Trade Center Gateway—a 20-story structure at the southwest corner of the site, linking the World Trade Center with the existing downtown development, and providing office area for international banking operations, international law firms and related service functions of the world trade community.

ORIGIN OF THE PROPOSAL

The origin and progress of the proposal for a World Trade Center illustrates the significance of civic agency participation in important public projects.

The World Trade Center plan grew from a report published in January 1960 by the Downtown-Lower Manhattan Association which has proposed a number of programs for public improvements. In its report, the Association pointed out that foreign commerce is the foundation of the prosperity of the Port of New York and that continuing efforts must be made to maintain the bi-state Port's competitive position. Accordingly, the Association proposed a facility that would simplify and stimulate commerce by centralizing the world trade community in the most efficient and effective working relationships. The report was addressed to the Governors of New York and New Jersey and to the Mayor of the City of New York. It recommended that The Port of New York Authority be requested to coordinate and make a detailed study of the planning, financing and activation of the World Trade Center. The report stated:

"It is appropriate and desirable that a public agency with experience in the planning



Site Plan—Proposed World Trade Center

and development of large and complicated public projects be requested to undertake such a development study.

"Under the Port Treaty, the States of New Jersey and New York gave to the Port of New York Authority the prime responsibility for promoting and developing the commerce of the Port of New York. The Port Authority therefore carries on a wide program to encourage and protect the flow of exports and imports into and through the Port of New York. The Port Authority is directed by the Port Treaty to undertake the planning of the future development of the trade and commerce of the Port District. The Port Authority is further directed to make recommendations to the Legislature of the two States or to the Congress of the United States, based upon study and analysis, for the better conduct of the com-

merce passing in and through the Port of New York, the increase and improvement of transportation and terminal facilities therein, and the more economical and expeditious handling of such commerce."

With the endorsement of Governor Robert B. Meyner of New Jersey, Governor Nelson A. Rockefeller of New York, and Mayor Robert F. Wagner of the City of New York, the Port Authority in February 1960 agreed to undertake a detailed study of the proposal and to report on the need for and feasibility of a World Trade Center in the Port of New York.

ANATOMY OF THE PROJECT

The creation of a functional and architectural plan for the World Trade Center provides a unique case study in project development involving specialized and, in some cases, diverse functions, extensive require-

ments for coordination, and immense magnitude of building area.

A primary ingredient in the study was the coordination of the efforts of various contributors of information. Many conferences were held with potential World Trade Center participants to determine their interest in and requirements for locating in the complex. Discussions were held with hundreds of government and business representatives. Study officials worked closely with the United States Treasury Department in considering the possible relocation of two essential functions of the United States Customs Service within the World Trade Center. The office of the Collector of Customs and the Appraiser's Stores are now located 1½ miles apart in lower Manhattan. Communication and transfer of documents takes place between the two activities and other service elements of the world trade community which would locate in the proposed Center, for the overwhelming majority of shipments handled through the Port. The consolidation of these functions would effect substantial savings in time and money. Conferences were also held with the United States Department of Commerce, which provided information on trade associations and other business leaders interested in the potential activities of a World Trade Center. The study staff worked closely with representatives of the City of New York in analyzing and making provision for the impact of World Trade Center development on traffic patterns in lower Manhattan, street and subway capacities, zoning laws and adjacent construction.

During the study, Mr. Adler and City officials concerned with the proposed Battery Park Housing project to the south of the World Trade Center conferred to keep abreast of the planning and to consider various means of coordinating the two developments.

A prime example of coordination on physical planning was the work on the design of the Securities Exchange. The New York Stock Exchange had, from the outset of the Down-

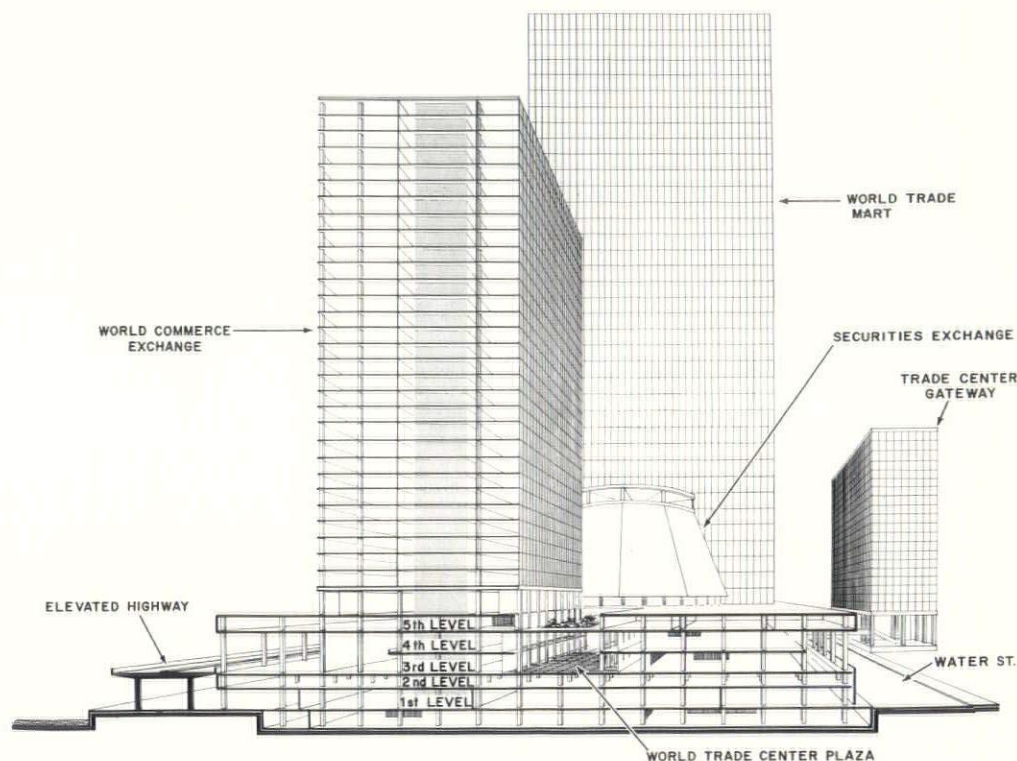
town-Lower Manhattan Association's proposal for the World Trade Center, been interested in relocating its activities to the complex. Accordingly, the Exchange worked closely with the Port Authority throughout the project, and retained its own consultants, including the architectural firm of O'Connor and Kilham, to conduct the bulk of the design work on the Securities Exchange. The Project Architect conferred extensively with the staff of O'Connor and Kilham to assure that the Securities Exchange would be integrated effectively with the overall scheme.

An important task of the study was to determine the interest of public and private trade organizations in locating in the Center. To this end, extensive mail surveys were carried on, and over 300 individual interviews were conducted to gain an insight into how the proposed Center could improve world commerce and the extent that appropriate agencies would want to participate in the Center's activities. Continuing discussions also were held with officials of civic and trade associations in the two States, to acquaint them with the developments in the study and to receive their views and suggestions on the proposal.

During the study, various areas of New Jersey, Long Island and Westchester County, as well as in the City of New York, were considered as possible locations for the Center. The lower Manhattan site was found to be uniquely appropriate in that it is near the traditional core of world trade activity in the Port of New York, it would be available at relatively low cost, and it has excellent access to various modes of transportation.

The study also required the development of construction standards for the complex, the preparation of construction cost estimates and the analysis of other engineering factors such as utility requirements and sub-surface soil conditions.

In essence, all physical planning for the World Trade Center was designed to serve three principal objectives.



Cross Section Perspective—Proposed World Trade Center

Function—The individual components and their relationship one to another had to reflect precisely the needs of the world trade community if the Center were to assume a vital role in serving international trade.

Economics—The costs involved in the development and operation of the Center had to be carefully controlled so as to insure the creation of a viable and self-supporting entity.

Esthetics—The planning for 11 million square feet of floor space destined to be the crossroads of international trade required extreme care to be taken so that the Center's appearance would properly reflect its high purpose, that it would be pleasing to behold, and that it would complement and enhance the surrounding area.

In some cases, information developed during the Study revealed a need for an extensive

analysis of a specialized activity. This is illustrated by the planning for the United States Customs Service area and for the areas of related customs-clearance agencies. Conferences with these organizations and a general analysis of requirements disclosed that a fundamental study of the import-export process was required before an accurate functional plan could be developed. Thus, a painstaking analysis of regulations, documents, procedures and agencies involved in Customs clearance was conducted. Flow charts were prepared for import and export activities, and procedural requirements were carefully outlined. This information proved invaluable in developing a plan that provides for maximum efficiency of function and satisfies the needs of each participant.

As detailed information was obtained in all areas of study activities, a physical plan for

the development began to take shape. First, broad functions were outlined and broad relationships established. The plan was gradually refined as additional information on the specific requirements of major potential participants became available and as further information was developed through basic physical studies.

The various study areas, of course, were closely related so that the results in one area often affected several others. On a number of occasions, alternate architectural solutions had to be developed for a particular function to facilitate a smooth and speedy adjustment to new requirements.

A noteworthy design modification occurred during the project as information on site borings became available. An architectural scheme and appropriate preliminary foundation plans had been developed on the basis of existing geological information which indicated no major problems in subsurface construction. However, a series of borings were taken to validate and supplement this information on subsoil conditions. These borings revealed that, at the extreme north end of the site, rock was at a depth of over 300 feet in an unusual local deep valley. Although the borings showed this area also contained a deep layer of firm sand, the preliminary plan which would have placed a 72-story building in this location had to be revised. Subsequent planning for the World Trade Center allowed for this unusual condition.

A principal consideration in the physical planning for the Center was the building at 120 Wall Street which is in a central portion of the site. The architectural plan developed during the study assumes removal of the 35-story structure as it was found to be otherwise impossible to develop the entire site as an integrated whole. The assumption that demolition of this 30-year-old structure would be essential to the unified development of the site came only after exhaustive study and after careful consideration of various alternate means of solving the difficulty.

UNIQUE SOLUTIONS REQUIRED

During the course of the physical planning for the World Trade Center, it became apparent that the special requirements of the complex required a number of unique architectural solutions. A prime example of the various innovations in the physical plan is the six-level Concourse that covers most of the site. The Concourse contains many areas such as mechanical equipment and storage space that are normally provided underground. Since the site is located so close to the East River, however, sub-surface construction would become prohibitively expensive. Thus, the proposed Center extends only one level beneath the ground and many "basement" functions are located above grade. The result is the base element, or Concourse, which has been designed to provide a number of uniquely valuable features.

The most important advantage of the Concourse is the effective separation of pedestrian from vehicular traffic, avoiding a conflict that can reach serious proportions in Manhattan. Primary pedestrian flow into the World Trade Center would be from the west. Pedestrian bridges crossing Water Street would enable visitors to have direct access to the third level of the Concourse which would be a magnificent enclosed promenade, called the World Trade Center Plaza, extending almost the complete length of the site. The Plaza would serve as a grand lobby for the World Trade Center, providing access to the principal Center components. It would be landscaped and flanked by fine shops, restaurants, and other consumer services. The principal vehicular access to the complex would be from the east using South Street, the elevated East River Drive and a proposed Belt Road around the complex. Once vehicles entered the site, they would be free to pass through the complex, make deliveries or discharge passengers without interfering with pedestrian movement. One entire level of the Concourse would be devoted to car parking spaces.

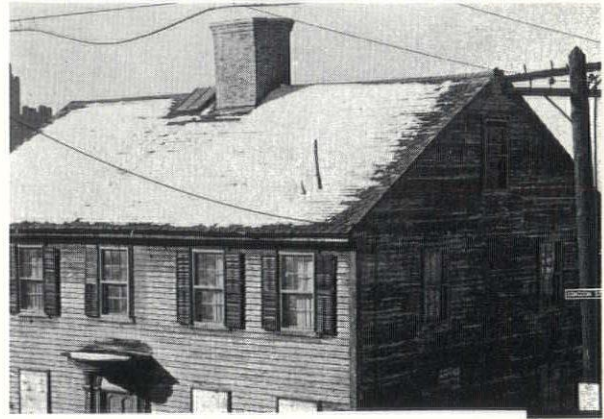
Besides creating a pedestrian circulation area that serves the entire complex, the Con-

course unites all the individual components, making the World Trade Center unmistakably one architectural entity.

Another unique aspect of the proposed World Trade Center is the maximum flexibility that has been provided for in the arrangement of sales office and display space. Alternate floors of the World Trade Mart are planned to bear double-floor loadings so as to permit single or double-story displays, or double-story displays with mezzanines. The use of these alternatives individually or in combination is conducive to unusual and imaginative display techniques. The World Trade Center, of course, is not yet ready for the construction crews. The Port Authority report indicated that the successful development and financing of the Center could be undertaken only by a public agency and recommended that an appropriate implementing agency be designated.

If The Port of New York Authority were to be so designated, identical legislation in New York and New Jersey would be required. After the report was made public, the State of New York enacted a statute authorizing the Port Authority to cooperate with the two States, the Federal Government and the City of New York in attempting to bring together the World Trade Center. However, the New Jersey Legislature has not acted on the proposal. Even if enabling legislation were passed in both States, further planning and negotiations would be necessary before financing and development of the Center could get under way.

There has been an enthusiastic response to the proposal on both sides of the Hudson, and the Port Authority is hopeful that this important Port project will eventually be achieved. If planning to date is any indication of the outcome, the World Trade Center seems destined to be of enormous significance not only as an architectural contribution to the area but as a major step in assuring the pre-eminence of the Port of New York in the handling of international trade.



1877 Photo from R.I. Historical Society

One Hundred Nine Benefit Street,
built by Sullivan Dorr in 1809,
John Holden Greene, architect.

COLLEGE HILL 1961

Many planning reports are released each year. But what happens after publication? Was the plan well or ill received? Are forces for implementing the plan's proposals at work? Or, has the plan, like far too many others, been relegated to the archives to collect dust? Spectacular projects receive national publicity, but the more limited renewal activities are not usually known outside of their city. This report is intended to fill this gap in information concerning College Hill. A plan for College Hill was published and distributed in 1959, and there are visible results. We in Providence are proud of the urban renewal efforts under way on the Hill, and we wish to document this progress after planning in order to serve those individuals and groups who are engaged in similar work elsewhere.

The Providence Preservation Society was formed in April of 1956 for the purpose of trying to stop the decay which was gradually stripping College Hill of its architectural heritage, and of finding methods to renew

this historic area. The Society approached the City for assistance and through this private-public linkage an application for financial assistance in a study of the methods and techniques for developing a program for preservation, restoration, and renewal of a historic area was submitted in December 1956 to the Urban Renewal Administration and approved. With a two-thirds cash grant from the Demonstration Program Branch of U.R.A. and the remaining one-third from the Providence Preservation Society and the City, the \$73,000 College Hill Study was begun by the City Plan Commission and Blair Associates of Providence, planning consultants. The study was completed in January of 1959 and the report distributed the following July.

Among the many honors received by the City Plan Commission for the report was the 1960 Citation of an Organization from the American Institute of Architects. At that time, only one other American City had received the Citation.

The downtown area is contiguous to College Hill's western side. The City Plan Commission's other Demonstration Study, citizen participation in downtown master planning, has been completed and the final report will be issued shortly. Many of the proposals in the College Hill Report have been incorporated into the Downtown Master Plan.

The College Hill Report set forth a nine-point program based on the hope that private citizens, institutions and various levels of government could and would work together to bring about the improvements spelled out in the plan. Extraordinary effort would be necessary but it was felt that the results would be worth the effort.

The recommended program was:

1. *an organization to guide the development of the plans;*
2. *a federally-assisted urban renewal program;*
3. *historic area zoning regulations;*
4. *a tourist trail along Benefit Street;*
5. *a national historic park at the site of*

- Roger Williams Spring;*
6. *institutional activities;*
7. *municipal improvement and regulatory programs.*
8. *publicity, education, and information programs; and*
9. *aids to private investment activities.*

Not all of the recommendations have been acted upon, but significant progress has been made which is summarized in this report.

A College Hill Coordinating Committee of twenty persons was organized while the study was underway. It was instrumental in laying the groundwork for eventual implementation of the Plan. Now, the "Committee to Implement the College Hill Study," which represents a cross section of the community, is at work.

A part of the historic area within College Hill was recommended for urban renewal, and has since been incorporated into the East Side Renewal Project now being carried out by the Providence Redevelopment Agency. Completion of the Survey and Planning phase is scheduled for the latter part of 1962.

A large part of the work involved probably will be through the process of rehabilitation since over 60% of the structures seem salvageable. It appears that the East Side Project will be one of the most ambitious and dramatic renewal activities in the country. A stable enabling act for Historic Area Zoning was recommended in the College Hill Report. This legislation was enacted through the efforts of the City and the citizen groups in 1959. North Kingstown and South Kingstown, two towns in Rhode Island, quickly passed historic zoning regulations, and in 1960 the Providence City Council passed the Historic District Zoning Ordinance. Under the Ordinance a seven-member Historic District Commission was established and has already considered several referrals.

to safeguard the heritage of the city by preserving a district which reflects elements of its cultural, social, economic, political and architectural history;



to stabilize and improve property values;
to foster civic beauty;
to strengthen the local economy; and
to promote the use of historic districts for
the education, pleasure, and welfare of
the people.

Study of the structures in the area confirmed the fact that unlike other cities with historic area controls, College Hill does not have a single style concentration. For this reason today's philosophy of architectural design is encouraged so it can take its place with its forebears.

The intent of the ordinance, then, is to safeguard the outstanding and valuable structures that best represent historic architectural styles; and to be flexible in regard to new construction.

Administrative procedures for carrying out the special zoning regulations have been worked out and sent to architects and others who may be involved in work affecting the exterior appearance of structures within the District.

The Committee to Implement the College Hill Study has delegated to the Preservation Society the task of developing Benefit Street along the lines indicated in the report. Towards this end, the Society has formed the Benefit Street Development Committee, which has in turn formed sub-committees on Signs and Markers; Traffic and Parking; Historic Mile; and Roger Williams Spring Park. These sub-committees are now at work on their various jobs and it is anticipated that the Benefit Street Historic Trail will become a reality in the near future, perhaps within a year.

One important proposal is the Roger Williams Spring National Historic Park (see map, inside back cover). The establishment of this park is viewed as an important step in the upgrading of the northern section of College Hill.

Due to the efforts of Senator Theodore Francis Green, a bill to establish this Park was passed by the Senate at the 1960 session but unfortunately, due to the pressure of

time, the bill died in the House. Introduction at the 1961 session is expected, and no objections to its passage are foreseen. If passage is achieved, development of this park can proceed concurrently with the urban renewal project.

It is unfortunate that the major educational institutions have not lent strong support to the entire program in line with their role as intellectual leaders of the community. Instead, their attitude has varied from mild interest and neutrality to strong opposition depending on the degree of direct involvement. It is hoped that much better cooperation can be attained in the future.

Being carried out now by the municipal government are the following recommendations of the College Hill Study: Building Code and Zoning enforcement; Minimum Housing Standards enforcement on a complaint basis; the urban renewal program; historic zoning enforcement; and traffic and parking control.

The Providence Preservation Society has assumed a large part of the responsibility for publicity, education and information programs. Their activities have consisted of active support for all the programs of the plan; encouragement of private capital investment; a series of public lectures on the architectural characteristics of the area; guided tours; biennial street festivals, featuring the opening of private homes; information services; and a consultant service available to homeowners seeking advice on restoration.

During the past four years about thirty pre-1840 houses have been bought by private individuals or corporations for restoration. Some of these were bought even before the College Hill Study was completed; the very fact that there was a study in progress brought the area to the attention of many people who saw the opportunities in rehabilitating an old house for their own family, or for investment.

The Burnside Corporation (Mrs. Malcolm G. Chace, Jr.) has purchased fifteen houses;



the exteriors have been restored and the purchasers will restore the interiors. Foxes Hill Corporation has purchased three, one of which has been completely renovated and is now rented. More than ten houses have been purchased by individuals and are presently being restored. The Episcopal Diocese of Rhode Island has restored three houses on Benefit Street and converted their interiors into apartments for elderly persons. Much of

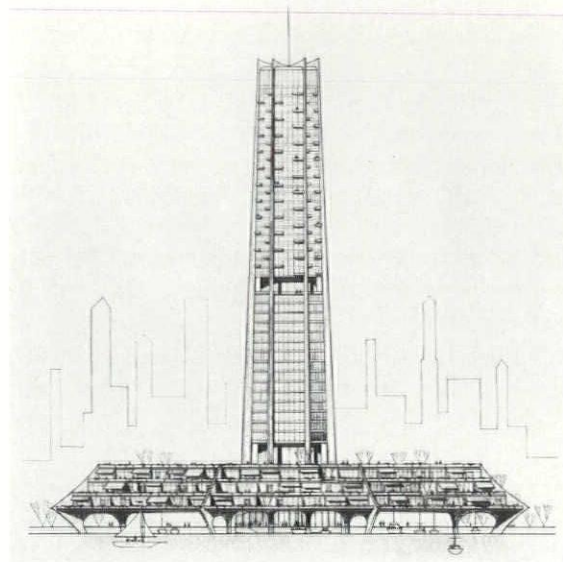
this restoration work was done by a construction firm headed by Mr. Roger A. Brassard. People who were interested in upgrading College Hill realized that the neighborhood would not be renewed if only one house at a time were restored. Therefore, some have joined forces and finances in order to purchase more than one, and a major in-road has been made into the blighted areas on the Hill.

A STUDY OF THE METROPOLITAN NEW YORK WATERFRONT BY THE SENIOR CLASS OF THE SCHOOL OF ARCHITECTURE, PRATT INSTITUTE

A major study of the Metropolitan New York waterfront was undertaken by the senior class of the Pratt Institute School of Architecture. The display represents a summary of a six-month study by 50 students under the supervision of Olindo Grossi, Dean of the School of Architecture, and faculty members William J. Conklin, who directed the project, Stanley Salzman, and Seymour Joseph.

The study was sponsored by the Joint Committee for Improvement of the Waterfront, a group comprised of representatives of the Department of Marine and Aviation, the Port of New York Authority, and a number of other agencies.

It is believed that this project represents the first attempt to study the New York waterfront as a whole. Most of the study has been devoted to planning analysis, proceeding from the belief that the 350-mile waterfront of New York City is the City's greatest



natural asset. The study analyzes the reasons that some of the most attractive waterfront areas have been allowed to deteriorate, and makes specific proposals to remedy this situation. Research of existing conditions and designs for future development will be displayed.

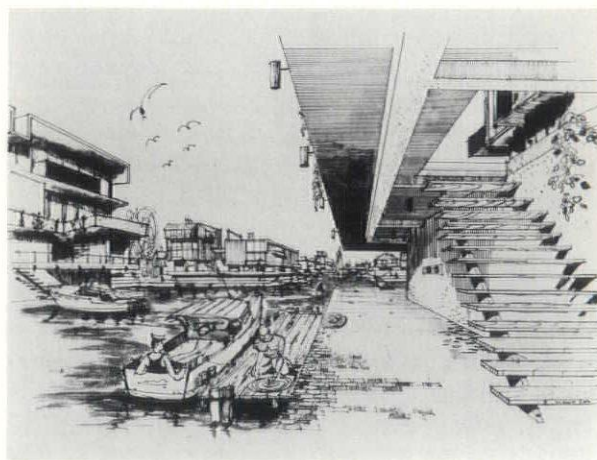
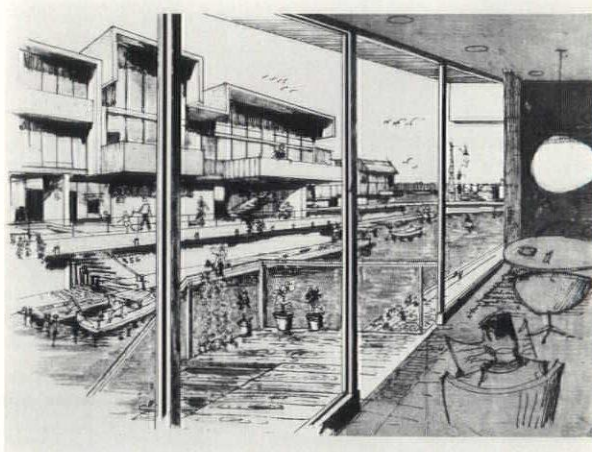
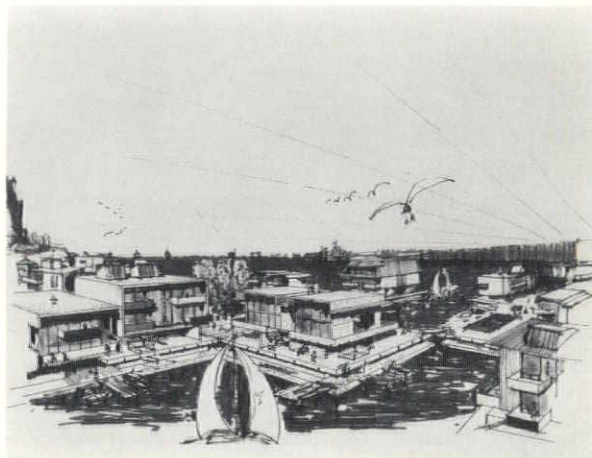
Among the students' findings was the fact that the increased size of ships, constantly improving loading techniques, and containerization indicate that the amount of waterfront needed for port activity in the future will be a fraction of that needed in the past, and that new port facilities will be mechanized and costly. Both an overall pattern of port development and architectural illustrations are presented in the study.

Another element considered was that of existing waterfront recreation areas, and it was found that they were built with such limited access that they are almost unused today. The Pratt students have proposed smaller waterfront recreation space adjacent to high-density housing, where it is needed, and have also planned improved access to the large outlying recreation areas, such as Randall's Island.

Transportation has also been studied, and

it has been pointed out that bridges and tunnels across the Hudson and East Rivers have either skipped over or under the waterfront itself, connecting the land areas, but leaving the waterfront with poor access. Subways also have been developed to benefit inland growth, but provide very poor access to the waterfront. The students propose new rapid transit facilities along portions of the waterfront to permit full utilization and development of this desirable edge of the city. In the matter of housing which takes advantage of the natural beauties of the waterfront, students found that only on Manhattan's East Side has there been any recent high-rise development. They foresee the water's edge as one of the major areas of housing construction for the future. Because it can now be shown conclusively that the vast areas staked out and reserved along the waterfront for piers and bulkheads will never be used, hundreds of acres of close-in water areas can now be considered for housing and other uses. The City could consider selling air rights over these areas, and, with the considerable income, financing the construction of the waterfront transit facilities to serve these new frontiers of the City. Several such developments are illustrated.

The students found the Harlem River Edge as the prime example of under-used and undeveloped waterfront. The Harlem River Valley, with its wooded hill and cliffs and excellent waterway could become a new waterfront community, with housing along the valley, and recreation and pleasure boats and marinas along the water's edge. The enormous increase in the use of pleasure boats makes the development of this type community within Metropolitan New York highly attractive to capital, and an eminently desirable way for the city to hold its population in competition with the suburbs. The proposed waterfront rapid transit system would make this development feasible. Other proposals include the extension of the downtown office building cluster to the water's edge, and a re-development of the Newtown Creek industrial area.



THE TEACHING OF PLANNING TO ARCHITECTURAL STUDENTS

By Olindo Grossi

Dean of the School of Architecture,
Pratt Institute

There are two major forces now well in progress which demand the immediate development of a new type of architect—specifically the growing need for design of environment and the massive strides of technology. Even singly, each force alone will cause a redefinition of architecture; together they will completely out-distance those whose school training and practice remain unchanged. If architecture is to mirror its civilization, the future architect will be well-versed in using planning and technology to advantage in his design. For the purpose of this meeting the more major impact of technology dealing with prefabrication, electronics, etc., will be deferred to another time.

Curriculum and Methods should, in any academic discussion, first be acknowledged as a creative evolving process generated by imagination and stimulus, embracing content but not necessarily including all content. Certainly repetitive and fixed methodology and content should never be offered, for they are apt to become goals in themselves.

This applies especially in planning study where problems are so varied, ranging from urban renewal areas to undeveloped ones, and from the advanced social and administrative aspects to only the physical.

The "Strong" Architect—At the New Jersey Society of Architects Convention last week a panel of owners preferred the "strong" architect to be the leader of their building enterprise as he very well should be, but unfortunately is instead often dominated by contractors, building officials or the owners themselves. The training of the "strong" architect to be the "strong" architect is, of course, the goal of all schools of architecture; at Pratt Institute our objective is the training of the "total" talents of the architect at the undergraduate level with the opportunity to specialize offered in graduate work.

Mechanics—In undergraduate work we feel the inclusion of planning studies does not *dilute* the curriculum but rather strengthens it, as do, in a minor sense, studies in landscape, stage design, poster design, land sculpture, etc. These enrichments, besides lending stimulus and great variety to the excitement of architectural study, further develop the *oneness* of the scope of architecture by including many related design areas. Planning must be considered within the scope of architecture, as are sociology, economics, etc. It is not conceivable that architecture could be taught without such problem solving mechanics as knowledge of family and community structure, tax bases, mortgages, incomes, and so on. If architecture must remain all-inclusive in its offering for undergraduates, one might question directional options leading to different kinds of undergraduate architects within the same school. Strong options should lead to another degree such as Building Science or Undergraduate Planning.

Expansion of curricula to 6 and more years seems to be a trend in order to include more courses related to the advancing scope of the profession. At Pratt Institute, it is planned to retain the 5 year course with in-

tensification and acceleration of professional work to permit an expansion in the liberal arts area. To this extent some fifth year work is now given in 4th year, and some 4th year courses in 3rd year. Study is being made to conduct 5th year thesis design in greater part on the individual's master's degree level. Another time saver and intensifier lies in the continuing integration of courses. Already much design is taught in technical courses, as much structural work is taught in design. The landscape course has just been omitted; its content will be given in the design work.

A further positive development lies in the integration of professional work with liberal arts courses. This succeeds well in planning design when an economics professor is called to aid in the understanding of the urban economics involved. It is considered that courses in planning bring to the architectural curriculum a significant amount of liberal arts content including "applied" work in sociology, economics, geology, and demography. Ethnic problems, economic and political community structures, and special population shifts beyond increased numbers become very much a part of each study. Again, it might be worth restating that architectural training is not only excellent for all but, in many ways, superior to training in the pure liberal arts.

A great education value lies in the organizational exercise wherein complexities, variations and new insights must first be reduced and parcelled into simple and basic elements. Detailing of cores and town squares, block patterns, etc., follows. In this type of study, the esthetic is stressed in relation to excellent historic examples, and present day needs; and conversely, unfortunate areas of blight are readily experienced in the large urban laboratory of our city as examples of what not to do.

In the design courses more diversified teaching of related content, extending beyond only criticism, intensifies the total program. Seminars on aspects of design are required espe-

cially with planning and team problems. Consideration is given to the continuation of liberal arts content thru our curriculum, and with the major planning work being done in the later years, the usual pyramid with the arts at the base tends to become more inverted.

Planning should be taught as architecture. The freshman class, after having introductory studies in building design, develops, in introductory manner, a town of 5,000 to 10,000 people with road patterns, individual homes and lots, row and multi-story housing, shopping, civic, and recreation facilities; each building is also developed by separate students for functional and esthetic values. With this study, the student progresses onward in a "conditioned" planning manner. Physical planning is then included throughout the curriculum as each architectural design is first considered in its relation to its environment and the influence of the environment on it. A 2 credit lecture course in the theory of planning is given the fourth year. The major large scale planning problem is given the 9th semester (fifth year).

History of Planning for Architects at Pratt Institute. Some 12 or 13 years ago, before our 4 year curriculum was entirely replaced by the 5 year program, encouragement was given to theses in the planning field. New towns were designed and several gridiron superblock city schemes were presented on a modular basis for Manhattan with different solutions for Brooklyn. A complex multi-storied housing and community problem with related civic, educational and shopping, parking, etc., services was then given in the 7th semester of the 4th year for even a longer period, and still continues to be part of our program in the same year.

With the increase to the 5 year program, the 9th semester (pre-thesis) has been directed to a growth of scope training for the student. At first some 12 years ago, complex new towns and town expansions were studied. A resort town 2/3 "ghost" (except for sum-

mer use) and 1/3 year-round inhabitation complicated, but excited, the new town study. Another town was designed "in competition" with the Pennsylvania Levittown and Fairless Hills. A town in Westchester was designed for UN personnel. Later a large town of 25,000 was studied including regional shopping, transportation and other broader services.

As education should be an evolving process, so too should the faculty continue to experience change and growth in the design program. With a share of presentable pre-thesis work and successes in planning thesis (Chicago \$20,000 planning prize), the "get mad and carry a torch" stage came next. With some experience and ready student response, the desire arose to contribute community planning service and promotion. Studies then were selected for pertinent problem solving. The large sand and gravel pit (1 mile by 3 miles) at Hempstead Harbor on Long Island has been a huge scar and will continue to be one for generations with no adequate rehabilitation design in view. This was first exposed with other sand pits by a local newspaper under the headline "Rape of Long Island." Our studies helped further awaken the interests of local citizens and elected officials in the matter.

There was however, an obvious lack of satisfaction in the design of separate towns due to the interrelation of towns and regional services. This led to the study of larger regions such as Suffolk County about 50 by 15 miles, Staten Island about 15 by 10 miles, the New Jersey Meadows about 30 by 8 miles, and the latest New York City Waterfront 350 miles long. These studies were the first comprehensive design statements made for each area. In the case of the Waterfront, never had the total waterfront been approached as an overall study by itself. Each of these large areas was apportioned to students for research on the basis of the complexity of uses each parcel contained. After certain investigations some parcels were discarded as not being influential in

the total scheme. The Suffolk and Staten Island studies were sparked by problems of the encroaching doubled and tripled population and the lack of foresight and action on the part of the leading officials. The Meadows study endeavored to focus attention on a huge metropolitan swamp that is being filled gradually at its sides and developed in miniscule manner leading ultimately to mediocre formless sprawl. Overall total designs were developed; these were large, comprehensive and exciting and included most difficult swamp rehabilitation problems.

These large scale studies invariably develop exciting and novel problems and solutions. The problems are great in number, in scope and in originality of exploration.

Suffolk County, largely undeveloped, was designed to expand with eight new towns, to include expansion of existing towns and to develop a new city at Port Jefferson, suggested because of its central location and deep water port facilities. Phases of development of this county were presented by population growth rather than by decades or other time cycles. Jet port facilities were studied and presented. Regional shopping, industrial areas, road patterns, etc., were also developed. The rapid depletion of good farm land to the onrush of speculative building directed the design location of building projects on other than productive soil. Homes were designed in relation to income as well as "in competition" with the speculative houses now being sold in the area. One of the new towns was designed (with farmland buffers) for these economic classes, with varying sizes of houses and lots parcelled together according to income, but with all groups attending each of the schools. The adamant position of many landowners in their fight not to have zoning or planning was shocking to all, to say the least, as was the lethargy and immobility of the elected officials in the recognition of planning problems for this county which will probably double its population in 15 years.

Staten Island was designed to continue predominantly as a dormitory of Manhattan but with a population expansion of 250,000 to 750,000 in the foreseeable future. Rapid transit facilities were studied, and in an effort to reduce the monstrous automobile traffic problem of the City, high density multi-storied cores were developed within 1/4 mile of each rapid transit station to permit the commuter to walk to his train. Medium and low density areas were designed adjacent to the high density core.

Many other concepts were developed to produce a master plan with certain directional value. Industry was expanded and adjacent new towns were provided for the workers. One team offered a large world university as the major central theme. Another developed a row of high rise housing on the crests of the rolling hills from which most expansive views of the coast and the nearby cities could be enjoyed. The significance of the new bridge to Brooklyn now being built was studied in relation to traffic patterns and service needs of the expanded population it will encourage.

The recent Waterfront Study accepted reports which indicated growth of New York City as a commercial and administrative center and further was involved with many varied and interesting activities as well as obsolescence and gross misuse of excellent waterfront resources. Students learned that much land on the water is vacant or is badly blighted; many piers are derelict. Only one office building (The UN) is on the water, and hardly a restaurant can be found there. Few nearby residents can properly enjoy it. Much warehousing and industry originally located there for water transport services now uses trucking service and therefore need not be on the water. Other tenants have moved into vacated waterfront buildings because of low rental charges rather than the utilization of water for means of service. A pertinent planning observation was noted in the more readily blighted housing areas on flat land where industry and

water traffic usages tended to move in while housing on steep hillside embankments remained of good quality.

Matching the surprising findings was the stimulus of the design concepts explored. The rivers were studied for their potential as unifying elements rather than dividing ones. In this sense of physical design the Hudson soon appeared too difficult to solve and the East River possible but complicated. Unification of the shores of the narrower Harlem River was comparatively easy and fairly successful. The continued encroachment of Manhattan into the East River over the past 2 centuries gave impetus to design of buildings in the water. With enormously high land costs and reduced river traffic, it seemed feasible to develop water rights for this purpose. Office buildings and water born residential communities were presented. At present the City has scattered locations of bulk commodities such as coal, lumber, sand and gravel, and oil. The design of commodity centers was offered to parcel this industrial type of warehousing service, thereby reducing the variety of scattered services and controlling truck traffic into more orderly channels. Oil tank farms were designed in water areas for savings of land costs, detachment from residential areas and for fire hazard protection.

The major single element presented was the development of automobile parking areas outside Manhattan where the commuter would leave his car for a new rapid transit system that would ring this Island and afford transfer to other lines. It appeared that with proper design the waterfront could receive a new subway located at various levels depending on the terrain, etc., for it is now extremely costly to attempt a new subway in Manhattan because of the very intricate services already located below the streets.

These large scale design programs are organized in several ways depending on the research and solutions suggested. Generally, however, the senior class of 40 to 50 stu-

dents is assigned research for the first month of the 9th semester. Research includes investigation of both the existing conditions and prototype programs of facilities that might be located in the area. About half the class is apportioned the total area which is visited by the entire class. Data is obtained from local authorities, Chambers of Commerce, lighting companies, planning commissions, etc. The other half is assigned research in the design standards for housing, shopping, education, administration, traffic and services. Experts are invited to lecture in the more specialized areas as required, such as the future use of atomic energy, transportation, waterfront and airport facilities, and structural systems for unusual soil. Reports are submitted, edited, mimeographed and a total report is then distributed to all the students. Some 500 8" x 10" pages of typing and drawings make up the preliminary report. A month is then given to basic and preliminary sketch design investigations of the total master plan, local town sketches, and architectural facilities sketches. These studies and those of prototypes facilities are done on an individual basis and in the sketch problem manner. The second half of the semester is then devoted to team work on selected aspects of the large scale design. Students then design new and expanded residential areas, new industrial and shopping centers, educational program, services; in many cases these presentations are more complete than typical sketches. One team develops the master plan continually referring it to the other teams. Changes in direction are incumbent in this process, often testing everyone's patience.

A fabulous amount of work can be produced by a motivated large class. One of our practicing architect critics set the costs of similar work done in an office at \$250,000 and volunteered that an office could not complete it in 4 months.

Some of the value of the research period lies in the development of techniques in *prime* research related to door-to-door in-

vestigation and questionnaires. Real situations are experienced as is an understanding of the interests of local residents. During the preceding summer, members of the faculty assist in the preparation of preliminary research for the large scale study by compiling bibliography, selecting potential sites, assembling maps and other data, and detailing schedules and assignments. These preparations vary greatly with the subjects chosen. There was little data available for the Suffolk study in comparison to the vast amount published on the waterfront of New York City.

Subjects chosen must be of real interest and stimulus to the faculty as well, and in which the faculty participates fully in the learning and solving process of new problems.

The promotional aspects of planning studies must not be underestimated. Though called visionary, the press willingly brings them to the local public. Officials and many interested influential citizens are impressed with the potential designs when they are exhibited and presented orally by the students and faculty.

Lack of voting pressure almost invariably causes elected officials to set aside further consideration of planning. However, some three years later, inquiries begin anew, and towns set up budgets for the employment of consultants for planning, parking, housing, etc., studies. In the end some minor contribution is made.

TRAFFIC AND LAND USE PLANNING ITS EFFECT ON URBAN DESIGN IN CENTRAL CITY AREAS

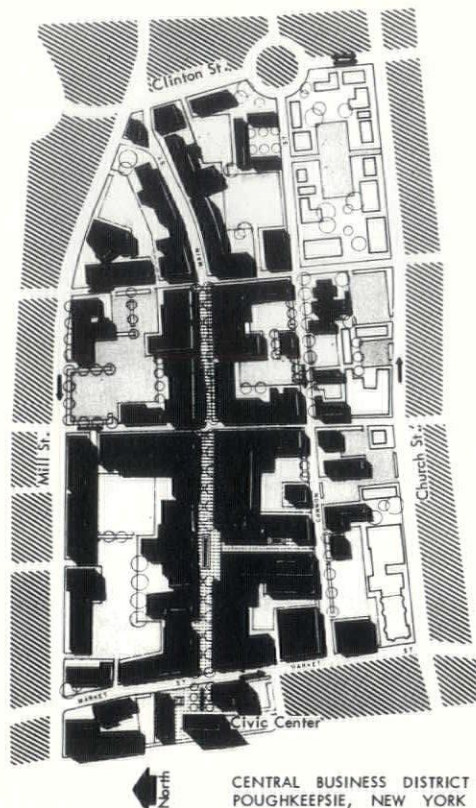
By Isadore Candeub, A.I.P.

Partner, Candeub, Fleissig & Associates

The core areas of our cities have presented a great challenge to planners and architects to create urban centers that can truly serve our great metropolitan regions. Unfortunately, the heritage of poor lot layout, a frequently haphazard and mixed arrangement of land uses, excessive traffic congestion, and a high percentage of obsolete and deteriorated structures have in the past inhibited new development in these centers.

Largely through the instrumentality of major traffic revisions and the planning of new highways, coupled with programs of land clearance and comprehensive redevelopment, we are now in the process of creating magnificent new opportunities for development in our central areas.

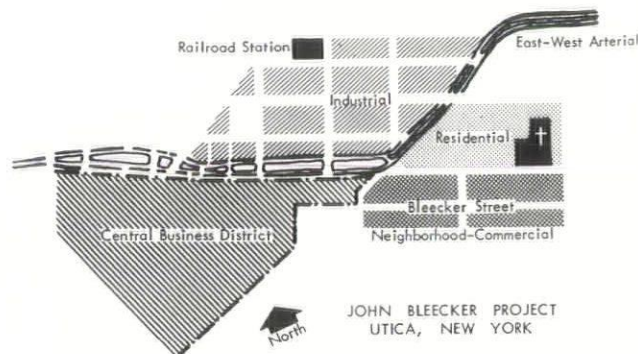
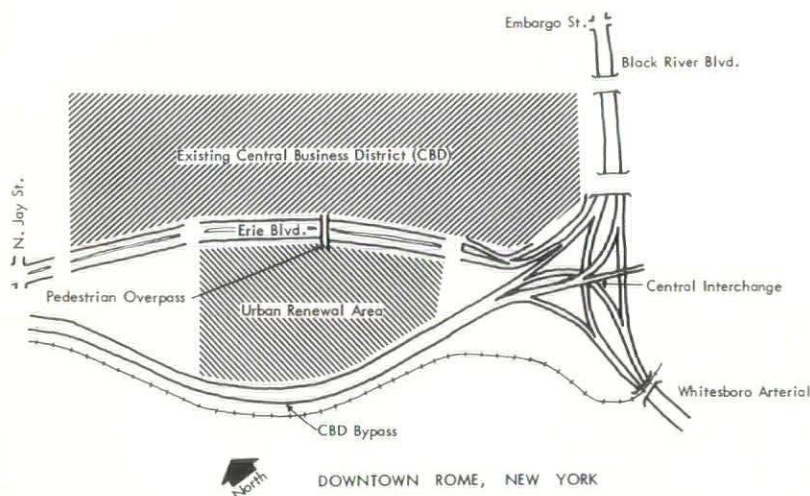
This article will illustrate how four communities in the State of New York have prepared definitive plans for renewing their central areas. The plans for Rome, Utica and Little Falls, were prepared by this firm in association with Mr. Russell D. Bailey of Utica. The Poughkeepsie downtown plans were prepared in their entirety by Candeub, Fleissig & Associates.



CENTRAL BUSINESS DISTRICT
POUGHKEEPSIE, NEW YORK

The major highway proposal in downtown Rome is a loop extending from Black River Boulevard and Embargo Street on the northeast, to Erie Boulevard and North Jay Street on the southwest, thus providing a limited access by-pass around the Central Business District. At the same time this proposed artery links up with the Whitesboro Arterial and the East Dominick Street Industrial Loop at the Central Interchange, thereby providing an effective means of channeling traffic coming from east or south of the Central Business District.

In addition to providing easy access to and egress from the heart of the city, the proposed Central Business District by-pass makes possible the cohesive development of two functional areas, with Erie Boulevard as the vehicular buffer. The Central Business District north of Erie Boulevard, relieved of unnecessary traffic, can now be enhanced by closing some streets, beautifying and creating new pedestrian malls. These features will provide the amenities necessary to attract the modern suburban shopper to the downtown area.



To the south, between Erie Boulevard and the proposed Central Business District bypass, is the Erie Boulevard South Urban Renewal Area. This 19-acre project will be developed as a traffic free area, with some 132,000 square feet of floor area and approximately 1,200 public off-street parking spaces. These parking spaces will help meet the parking needs of some of the Central Business District blocks north of Erie Boulevard as well as serving the renewal area itself. A pedestrian bridge over Erie Boulevard will provide the necessary physical link between the two areas.

Planning for the John Bleecker Project in Utica, the first of three proposed projects in the East Utica General Neighborhood Renewal Plan area, permitted fine detailing in the relationship of highway proposals with adjacent land uses.

The planning consultant had as a point of departure the alignment of an east-west arterial as proposed by state authorities. This arterial had been planned to relieve local streets of heavy traffic flows, and to expedite the movement of traffic into and through the Central Business District.

The consultant, in planning for the first project, realized that the arterial would also serve as a desirable buffer strip, separating two distinct functional areas. To the north and west of the arterial is an area which is predominantly light industrial. The area, however, has excessive local streets and contains many deteriorating homes scattered at random throughout the area. It has been proposed that this area be renewed in such fashion as to closely approximate an industrial park.

To achieve this aim, it has been suggested that all residential units be razed. This will enable the viable establishments in the area to expand either for additional factory area or sorely needed parking facilities. Moreover, it will induce new industries to establish themselves in this strategically located area. The ease of access to the area made possible by the construction of the arterial will enhance its desirability as a site for industrial firms.

When the arterial is built, and industry is firmly established, it then may be feasible to redesign the local streets limiting their use to service streets for the local establishments.

To the south and east of the arterial is an area containing residential units, most of which are deteriorating due to the presence of old industrial buildings and junk yards scattered at random throughout the area. Within this area, however, are two major assets: St. Mary of Mount Carmel Church and the Bleecker Street shopping center. Building upon these two key elements, an entirely new residential area has been planned. All industrial establishments and several local streets will be eliminated. About 50 dwelling units will be included in the redeveloped area to provide housing for the elderly.

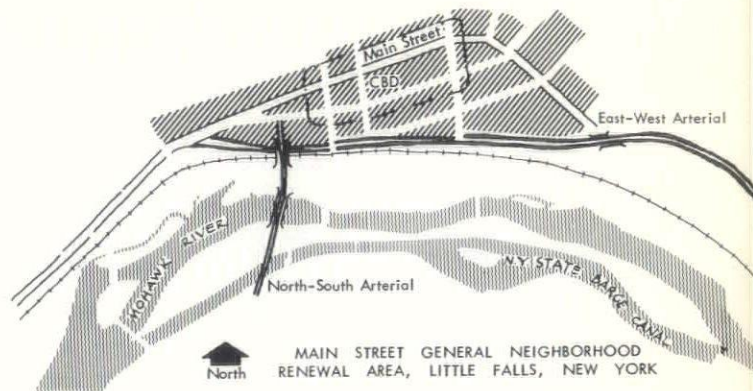
Thus by using the proposed arterial as a buffer between two renewal areas as well as to relieve the local street system, it has become possible to plan for the enhancement of an industrial area, as well as to plan for a new residential neighborhood.

In the City of Little Falls a General Neighborhood Renewal Plan has been developed to

revitalize the heart of the city. The plan provides for a reorganization of the land uses within the downtown area, principally to consolidate the Central Business District. As a result, the downtown area will become an attractive, well-functioning unit with new commercial structures and adequate parking facilities to serve the uses proposed. In order to function properly, however, a Central Business District needs an effective circulation system. Such a system is presently lacking in Little Falls. There is no way in which through traffic can by-pass the downtown area. All east-west traffic movements take place on Main, Albany, and John Streets. Some of the through traffic, a considerable portion of which is in the form of heavy trucks and trailers, has found John Street to be a somewhat convenient by-pass. What was once a quiet residential street, with a parochial school and playground, has been turned into a heavily travelled vehicular artery.

In order to alleviate this situation, a major circulation proposal is the New York State arterial. The east-west route of this arterial will run adjacent to the southern boundary of the renewal project area with interchanges connecting the highway with the center of the city. The north-south route will connect the Little Falls Central Business District with Route 5S south of the Mohawk River.

This plan of arterials will be most effective in providing convenient access to the Central Business District from east, west and south of the city. It will at the same time substantially reduce unnecessary through traffic and congestion in the Central Business District, thereby permitting several minor streets to be vacated in conjunction with the clearance and redevelopment activities. Within the renewal area a one-way traffic pattern has been developed which will permit a smooth flow of traffic into and out of the Central Business District. The parking facilities which will be provided in the redeveloped Central Business District will aid the effective functioning of this circula-



tory system.

The effectuation of the land use plan and the traffic pattern plan will result in the revitalization of the heart of Little Falls. The rearrangement of land uses and traffic facilities, and the elimination of blight, will create a properly functioning business center attractive to a large market area.

In the City of Poughkeepsie, traffic bound for the Central Business District has traditionally used Main Street to reach its destination. During the past decades, however, the volumes have exceeded the street's capacity and have created delays in travel as well as in the delivery of retail goods. Furthermore, Main Street is used for intra-city traffic and, to a lesser extent, for through traffic.

The proposed circulation plan seeks to separate the traffic bound for the Central Business District from that which has other destinations. It also permits direct access to destination points within the Central Business District and allows traffic to circulate easily around the commercial core.

The key feature of the circulation plan is the provision of a perimeter street system. Traffic entering the Central Business District would travel in a counter-clockwise direction, using Mill, Market, Church and Clinton street. Mill and Church streets would be one-way, while Market and Clinton would allow two-way traffic. Once within the perimeter system, traffic would then circulate on a number of minor streets.

As a result of the above system, Main Street itself would be removed as an important traffic carrier. Traffic destined for the commercial core would circulate around Main Street and access to stores and offices would be provided from the rear parking areas rather than from the street.

HI-RISE AND LOW-RISE IN THE CADMAN PLAZA COOPERATIVE

By William J. Conklin

After a long and bitter battle, cooperative apartments with family living are now being planned for a portion of the Cadman Plaza Redevelopment Project. Originally designated entirely for high rental, small dwelling unit facilities, cooperative apartments will now be constructed on about a third of the area of the site. Community leaders and community organizations worked closely with Mutual Housing Sponsors, Inc., and with the architects in developing a proposal appropriate to both the architectural scale of Brooklyn Heights and to the family living characteristics of the area. The design of the Cadman Plaza cooperative involves a new concept of urban residential construction, combining low town houses and high rise apartments in one structure.

One of the most insistent new themes of city residential planning today is the combination of high and low—the dense and efficient tower related or opposed to the charm of the town house. The lure of this solution is the hope that multiple storied high-rise

structures will solve the tough economic problems of our current renewal program, and that the town houses will give to the project some good down-to-earth patio living. This hope has been partially realized in Detroit, in Chicago, and elsewhere, but the resulting civic form has been unresolved opposition between the two elements, and the town houses have been an economic burden on the high-rise structures.

The high-rise residential structures raised free of the ground was developed and advertised by the founders of modern architecture specifically for its ground freeing qualities. Yet when constructed in our cities this open space beneath and around the structure proved relatively useless and anti urban. The vast lawn areas of our public housing projects were more than open—they were simply vacant. The sense of the residential street space, enclosed by its house walls, the public living rooms of our cities, no longer existed. The efficiency and logic of the repetitive high-rise was achieved. The ground floor space was freed, but the value of this new space created proved to be only statistical. So many acres of open space had been provided for so many residents, but its usefulness to the residents was slight.

The Cadman Plaza Cooperative covers nearly 100% of the site and raises all open space 20' above the street level. Along the sidewalks surrounding the project will be town houses and stores, a continuation of the scale and aura of Brooklyn Heights with its mixture of brownstones and town houses and occasional shops.

About 40 town houses for cooperative ownership will be provided. These town houses, two stories high and each with a private entrance and courtyard, are placed along the streets bordering the two blocks of the project. This introduction of town houses will be the first new town houses in a Title I redevelopment project in the central area of the city. It is designed to counteract the flight of families to the suburbs and to encourage city living for families with children.

About twenty feet above the street, and on top of the base formed by the town houses, commercial space, community facilities and parking garages, is a recreation terrace covering almost the entire two-block area. A twenty-two story apartment building rises from the center of each recreation terrace. The utilization of roof space affords generous cooperative recreation facilities for all age groups, providing areas for basketball, tennis, children's playground, chess tables, shuffleboard and generous paved areas for promenade and seating areas.

At the recreation terrace level, at the base of the high rise towers, duplex terrace houses with small private yards are provided. The two sections of the cooperative are joined by a pedestrian bridge across Clarke Street at the recreation terrace level.

405 Dwelling units will be provided with two thirds of dwelling units having two or three bedrooms. Some of the town houses will have four bedrooms. Most of the apartments have terraces incorporated into the building for protection from the weather. All of the town houses and terrace houses have private patios.

Construction of the project is scheduled to begin in 1962. Its broad community backing and its new planning and design concepts should bring a new look to Urban Redevelopment in New York.

Max Mishkin

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A general view of the Cadman Plaza Cooperative from Fulton Street with Brooklyn Bridge and the tip of Manhattan Island in the distance. The two twenty-two story

buildings in the foreground, together with town houses and recreation terraces form the cooperative.

THE ROLE OF A NON-PROFIT DEVELOPMENT CORPORATION

By BERNARD E. LOSHBOUGH
Executive Director, ACTION-Housing, Inc.
6th Annual Conference on Urban Renewal
National Association of Housing and
Redevelopment Officials
University of Pittsburgh
Graduate School of Public and
International Affairs
April 18, 1961

Recently a new and potent force has made itself felt in the nation's urban renewal process.

This most welcome addition to the ranks is the private, non-profit development corporation or foundation now established in a number of large American cities.

Some of these organizations serve as catalysts in the local renewal process; others have built up substantial pools of private money to help finance commercial, civic or residential development, or a combination of these uses.

I am certain you are familiar with the work of the Cleveland Development Foundation, the Kansas City Downtown Redevelopment Corporation, the Old Philadelphia Corporation, and the Purdue-Calumet Development Foundation, just to mention a few.

Regardless of the specific content of their programs, experience shows that they have been a major factor in making private enterprise a more effective partner in urban renewal.

PITTSBURGH DEVELOPMENT FUND

I have been asked to talk about a recent addition to the list of private, non-profit development funds—the Pittsburgh Development Fund of ACTION-Housing, Inc. But first, let me describe briefly what ACTION-Housing, Inc. is, and why it took on the job of creating a Development Fund.

ACTION-Housing, Inc. is a private, non-profit, civic organization, with the overall objective of creating good housing in good neighborhoods for moderate income families. Organized in 1957 by the Allegheny Conference on Community Development, ACTION-Housing, Inc. works closely with public and private interests to develop and carry out a comprehensive plan to eliminate slums and blight in Allegheny County. Basically, our program includes:

- * The provision of new sales and rental housing for moderate income families.
- * The modernization of older houses and neighborhoods.
- * Research—with major emphasis on the human and economic dimensions of a total urban renewal program for Allegheny County.

Among other areas of concern, early in the history of ACTION-Housing, Inc. we studied the problems of financing housing for moderate income families. It was soon evident that any significant addition to the production and rehabilitation of housing in this price and rent range required a substantial new source of equity capital.

We conferred with representatives of the Cleveland Development Foundation—the pioneer in the field. After a detailed study of its structure and operations, we were convinced that the basic method of the Cleveland Foundation—providing seed money to private developers—was eminently sound—and could be adapted to meet our local needs.

Before formally launching the Pittsburgh Development Fund, the Chairman of the Board of ACTION-Housing, Inc. reviewed with directors of the three Mellon Foundations the fundamental purpose of a develop-

ment fund, with capital entirely from local private sources.

We proposed to create a revolving loan fund of some \$2 million through interest-bearing loans from local major corporations, industries, and organizations.

The Fund would provide intermediate equity capital to the sound, but underfinanced private local builder or developer for the construction of new sales and rental housing for moderate income families. It would also supply similar capital for large-scale modernization of older houses and neighborhoods.

After thoroughly considering the proposal, the three Mellon Foundations made outright grants of \$350,000 in seed money to start the Development Fund. They also made one important stipulation. Unless such a Development Fund received its major financial support from local business and industrial interests, the entire proposal should be abandoned.

Our next step was to introduce the Pittsburgh Development Fund to the presidents and ranking officials of the three largest private employers in the Pittsburgh area.

The presentation, including a narrative and visual aids, was successful, and shortly thereafter, each of these corporations made substantial subscriptions to the Development Fund.

BUSINESS INTERESTS APPROACHED

Next, J. Stanley Purnell, Chairman of the Board of ACTION-Housing, Inc., arranged for a series of small luncheon meetings with the heads of other Pittsburgh business firms—banks, department stores, utility companies, and the like. Incidentally, without Mr. Purnell's untiring and dedicated interest and help, the Development Fund would never have succeeded.

While few questioned the soundness of our objectives, some doubted the possibility of building up a \$2 million revolving loan fund. Admittedly, bringing the concept to fruition took concentrated interest and hard work on the part of influential and dedicated civic

and business leaders in Pittsburgh.

At all of our presentations on the Development Fund, we emphasized the desirability of loans rather than outright grants. Today, the Fund has 30 subscribers for a total of \$1,545,000, with an additional \$102,000 in subscriptions under active consideration by six more firms.

We have also scheduled luncheon meetings during the next two months with ten or twelve other companies. Our goal of \$2 million is within sight.

Incidentally, exclusive of the original Foundation grants, the five outright grants to the Fund amount to only 12% of the total.

Subscribers include the large national industrial corporations with headquarters in Pittsburgh, the clearing house banks, downtown merchants, utility companies, and major local industries and business establishments.

The Development Fund, an integral part of ACTION-Housing, Inc., is managed by a seven-man Finance Committee elected by ACTION-Housing's Board of Directors. The Committee, includes representatives of the three principal subscribers, the vice-president of the mortgage department of the largest local commercial bank, the president of the city's largest savings and loan association, and ACTION-Housing's Board Chairman and Executive Director.

Loans to the Fund by subscribers are repayable in seven years with 4% interest, if earned, after the first year. These loans are renewable unless terminated by the subscribers.

The Development Fund will make short-term loans to developers at the prevailing rate of interest. The differential between this rate and interest due subscribers will be used to meet the administrative costs of the Fund. In order to turn money over rapidly and maintain the revolving loan features of the Fund, the term of loans to developers will not exceed five years.

To achieve its underlying purposes of expanding the supply of housing for moderate

income families, the Development Fund is intended:

1. To involve the business community actively in the housing phase of the Pittsburgh Renaissance.
2. To bring the corporate citizen into the housing program as an active partner.
3. To provide initial financing, either in short-term loans to builders and others for the construction of new housing, or for the modernization of old houses and neighborhoods, thus creating impetus to start the process of regeneration.
4. To provide large-scale demonstrations of new housing materials, design, technology and production.

EAST HILLS

Now, let me tell you something about the application of the Fund in its first major housing undertaking—East Hills—a \$20 million, advance-design, planned community of 1400 dwellings.

In March 1961, we signed the loan contract for the construction of East Hills with Cetranel, Inc., a local home builder, selected by the Development Fund's Finance Committee.

Ground will be broken in May. Construction is scheduled to start in June on the first 214 dwellings, with some ready for sale or rent in September.

The 130-acre site for East Hills is one of the few remaining large vacant tracts in Pittsburgh suitable for residential purposes. It is located on the eastern edge of the city, with ten acres in adjoining Wilksburg Borough. The cost of the site, \$300,000, was prohibitive to local builders, since the owners would sell only for cash and as a single parcel.

LAND ACQUISITION AND DEVELOPMENT

This land had remained unsold for many years because no local builder or developer could afford to tie up that much capital in a single project for the time it would take to fully develop the land and start getting a return. The same problem may exist where land is cleared by a local renewal agency.

The Pittsburgh Development Fund bought the land outright. Such a use of the Fund is basic to its purpose. As you know, commercial banks cannot legally provide equity capital to a developer for the purchase of raw land and construction of speculative housing; and while federal savings and loan associations are legally able to do so, few have made such loans.

Preliminary site planning for East Hills was directly financed and carried out by the Development Fund. From the very inception of East Hills, ACTION-Housing, Inc. emphasized the use of innovations in site and building design, materials and technology. Provisions incorporated in the loan contract assure that, to the extent possible, such innovations will be utilized. The contract also provides for the sale of land at East Hills to the developer and the retention by him of architects acceptable to ACTION-Housing, Inc.

The developer, therefore, has retained nationally known housing architects who are now preparing final working drawings. They will also supervise construction. This will be the first time that full architectural and engineering services have been used by a local builder of speculative housing.

All site and building plans and specifications are subject to the approval of ACTION-Housing, Inc. prior to the start of construction. Modification or revisions during construction can only be made with our approval.

This means in practice that ACTION-Housing, Inc. has been working very closely with the developers, architects and major producers of building materials and products during the planning period. A novel kind of industry participation is provided through the Manufacturers Technical Advisory Committee, representing local subscribers to the Development Fund, and including the President of the Pittsburgh Building Trades Council. The Committee meets regularly with the architects and the developer to advise them of latest technological developments in housing materials and components.

Final approval of the plans by ACTION-Housing, Inc. actually becomes a formality. The collaborative working relationship avoids the necessity for protracted reviews and time-consuming delays: bugaboos some of you have encountered in your own operations.

CONTRACTUAL PROVISIONS

The loan contract with the developer assigns to ACTION-Housing, Inc. the responsibility for obtaining necessary zoning changes, FHA reviews, building code changes, and assisting in arranging and approving the developer's financing arrangements, sales promotion and marketing program.

Other provisions in the loan contract covering loans for land purchase and site development are noteworthy. As you know, equity capital for these purposes is normally only available at prohibitive interest rates that may go as high as 15% to 20% annually. In many cases, the builder is forced to cede as much as 51% of the development to the money lender. This requires the builder to strive for a quicker return of capital and a higher sales price.

The East Hills loan contract departs drastically from this practice, providing for the sale of the land by ACTION-Housing, Inc. to the developer in four phases. The price of the land is tied to the actual production of houses, with cost per dwelling unit of \$450 payable to ACTION-Housing, Inc., as each phase is undertaken—10% upon conveyance of land and the balance upon completion and sale of the dwellings. This provision assures that the Development Fund will be truly revolving.

The Development Fund will also lend the developer 70% of the cost of site improvements, at the going rate of interest, after the developer has installed the initial 30% of the improvements at his own expense. We believe this to be the first time this type of loan has been used to finance site development. It maintains the principle of sharing the cost with the developer, but assures that he has a continuing financial in-

terest and resulting responsibility in the project. He cannot mortgage out.

No service charge or fees will be charged in connection with the site improvement loans or land financing. Legal and administrative costs and interest due from the Development Fund to its subscribers are all included in the principal payment of \$450 per dwelling unit for the land.

The Development Fund will thus recapture all of its investment in the project land. There will be no subsidy to the builder other than that provided by the subscribers through lending their money to the Fund at something less than the going rate of interest.

Another innovation in the loan contract allows the developer to insure against market failure by requesting ACTION-Housing, Inc. to accept title to any dwelling unit, providing the developer pays to ACTION-Housing, Inc. an insurance premium of \$100 per sales unit and \$50 per rental unit prior to construction. The price paid the developer for a unit thus acquired by ACTION-Housing, Inc. will not exceed 90% of the sales price originally approved. Thus, all costs except the builder's profit are insured.

DESIGN AND CONSTRUCTION CONTROLS

East Hills will provide a variety of dwelling units to meet the needs of all types of families: single persons, newly married couples, families with children, and the elderly.

The new community will include four large, self-contained neighborhoods, each of which will have swimming pools, schools, convenience stores and park and playground areas. The developer will put up a community building at his own expense and deed it to the people living there.

Controls written into the loan contract assure innovations in site and building design, materials and technology. The site plan, in contrast to the normal gridiron pattern, groups buildings in clusters at increased density, with the land thus saved devoted to community open space. The cluster plan also means economies in road and utility

construction, preservation of open land, and the utilization of land otherwise difficult to develop.

Basically, the site plan calls for clusters of dwellings around open garden courts, rather than within rectangular blocks facing traffic. Children's playgrounds and other recreational space will be incorporated in the cluster. It is estimated that use of this type of site planning will save about \$800 per dwelling unit in reduced land, utility and street costs.

SALES PRICES AND RENTALS

East Hills will meet the housing needs of people with incomes of \$5,000 to \$8,000 per year, more than one-third of the households in Allegheny County.

The new community will provide several hundred sales units at \$13,500 or less, bringing them within the range of the new, no-down payment, 40-year, FHA-insured loans recently proposed to Congress by President Kennedy.

Rental accommodations will average from \$75 to \$125 per month, varying with the size of the unit.

Sales prices and rentals are to be fixed by the builder with ACTION-Housing's approval prior to the start of construction of each phase. The developer's overhead is limited to 4% and his profit to 10% of construction costs.

PROPERTY TRANSFER AND CLOSING COSTS

Closing costs will be included in the sales price to the consumer.

Very substantial savings, which will be passed on directly to the consumer, will be made through standardized procedures of property transfer, mortgage processing, title and other closing costs. These would amount to an average reduction of \$500-\$600 per house.

Some of the procedures which have been worked out include: leasehold estates in lieu of fee title, not heretofore used in single-family construction development in this area; combining construction and permanent loans for each dwelling; a single mort-

gage closing on all units upon completion, whether sold outright or held under lease option; standardized mortgage forms and reduction of legal costs; blanket fire and title and mechanic's lien insurance.

It is expected that, with these and other innovations, a total of approximately \$2,000 will be cut from the sales price of each house. Permanent ground maintenance for all common areas will be assured through a resident's cooperative association, secured by monthly payments from each occupant. The estimated \$5.00 monthly cost will be included in the mortgage payment or rental. Considerable credit for many of the innovations in the loan contract between ACTION-Housing, Inc. and the developer—particularly those involving financing and legal and closing costs—is due Seymour Baskin, Special Counsel for ACTION-Housing's Development Fund, and a member of the Pittsburgh law firm of Baskin and Baskin.

PLANNED RESIDENTIAL UNIT ZONING

East Hills will be the first demonstration of the use of the planned residential unit zoning adopted two weeks ago by the City Planning Commission of Pittsburgh and now under consideration by the City Council.

Planned residential unit zoning permits a large piece of land to be planned and built as a single unit without rigidly defining the exact location, size or relation of each building on individual lots. Unlike previous residential zoning in Pittsburgh, a combination of various types of dwellings—single-family, town-houses and apartments, as well as other appropriate buildings—would be permitted.

The proposed ordinance, using East Hills as a model, may well set the precedent for planned residential unit developments throughout the country.

SCHOOL INNOVATIONS

East Hills will not only serve as a proving ground for new financing procedures, housing techniques and zoning practices, but will also pioneer new concepts in school facilities for elementary classes.

Together with the Pittsburgh Board of Education and The Ford Foundation's Educational Facilities Laboratories, ACTION-Housing, Inc. is working toward an elementary school program which would make possible a more effective utilization of limited funds, facilities and personnel, and still provide a higher quality of education than at present. The Educational Facilities Laboratories made a grant of \$30,000 to the Board of Education to help finance the necessary research and architectural design for such a demonstration.

Under consideration for use at East Hills are two new types of school facilities:

1. Factory-built "deployable" units in clusters, for upper elementary grade pupils. If necessary, these units could be moved around East Hills to accommodate school population in the various neighborhoods.
2. "Joint occupancy" school space for the lower elementary grades. Under this plan, certain apartments and perhaps other dwelling space would be specially designed to permit ready conversion into school rooms, and then back again to dwelling space as the school population shifts.

DEVELOPMENT FUND VITAL FORCE

We take considerable pride that in the short space of three-and-one-half years, ACTION-Housing, Inc., with the support and characteristic teamwork of Pittsburgh's corporate, civic and governmental structure, has demonstrated that local private enterprise recognizes the importance of a well-housed community.

The use of the Pittsburgh Development Fund at East Hills illustrates how a non-profit development corporation can serve as a vital new force in the renewal of urban centers.

Such a corporation can move swiftly, act decisively, and take risks the private investor or developer cannot, while serving the community purpose of providing better housing for moderate income families.

Finally, I believe a private development corporation, or fund, or foundation—call it

what you will—can meet the challenge put forward to Pittsburgh by ACTION-Housing Board member, Richard K. Mellon—a challenge equally applicable to any American city:

An urban center such as Pittsburgh does not achieve true greatness until its people are well-housed—regardless of how many new office towers, expressways and industrial plants are built.

THE SIDNEY L. STRAUSS MEMORIAL AWARD 1961

Instituted in 1949, by the membership of the New York Society of Architects and friends, in memory of the late Sidney L. Strauss, President of the Society, 1944 and 1945, who during a short but active professional career gave himself unstintingly for the benefit of the Society and the architectural profession in the State of New York.

The Award, consisting of a medal and certificate is conferred annually by the Committee on an architect **or any other person** for outstanding achievement in behalf of the architectural profession within the previous five (5) years.

Nominations may only be submitted by constituent organizations of the New York State Association of Architects. The name, address and qualifications of nominee should be in the hands of the Committee on or before three o'clock P.M., October 17, 1961, in a sealed envelope addressed as follows:

Sidney L. Strauss Memorial Award Committee

New York Society of Architects

101 Park Avenue, New York 17, N.Y.

and add in the lower left-hand corner of envelope, "Nomination for Award."

Any request made in the interim, for information concerning the Award, should be directed to the Committee Chairman, address 384 East 149th Street, New York 55, N.Y. Telephone CYpress 2-6080.

THE COMMITTEE

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Simeon Heller

Fred L. Liebmman

Harry M. Prince, F.A.I.A.

Richard Roth

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- 1) Constituent organizations of NYSAA via respective President.
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- 3) Executive Secretary of NYSAA.
- 4) Editors of Architectural Record, Progressive Architecture, Forum, New York Architect, Empire State Architect and New York Construction News.

NOMINATING COMMITTEE REPORT

The following are nominated for the respective offices in accordance with the Constitution and By-Laws of the New York State Association of Architects, Inc.:

President — Frederick H. Voss — Westchester Chapter

1st Vice President — S. Elmer Chambers — Central New York Chapter

2nd Vice President — Simeon Heller — Queens Chapter

3rd Vice President — Allen Macomber — Central New York Chapter

Secretary—

Gerson T. Hirsch—Westchester Chapter

Irving P. Marks—Brooklyn Chapter

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Treasurer—Roger G. Spross—New York Chapter

Respectfully submitted this 21st day of August 1961.

C. Storrs Barrows, Chairman

Roger G. Spross

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W. Thomas Schaardt, Alternate Member

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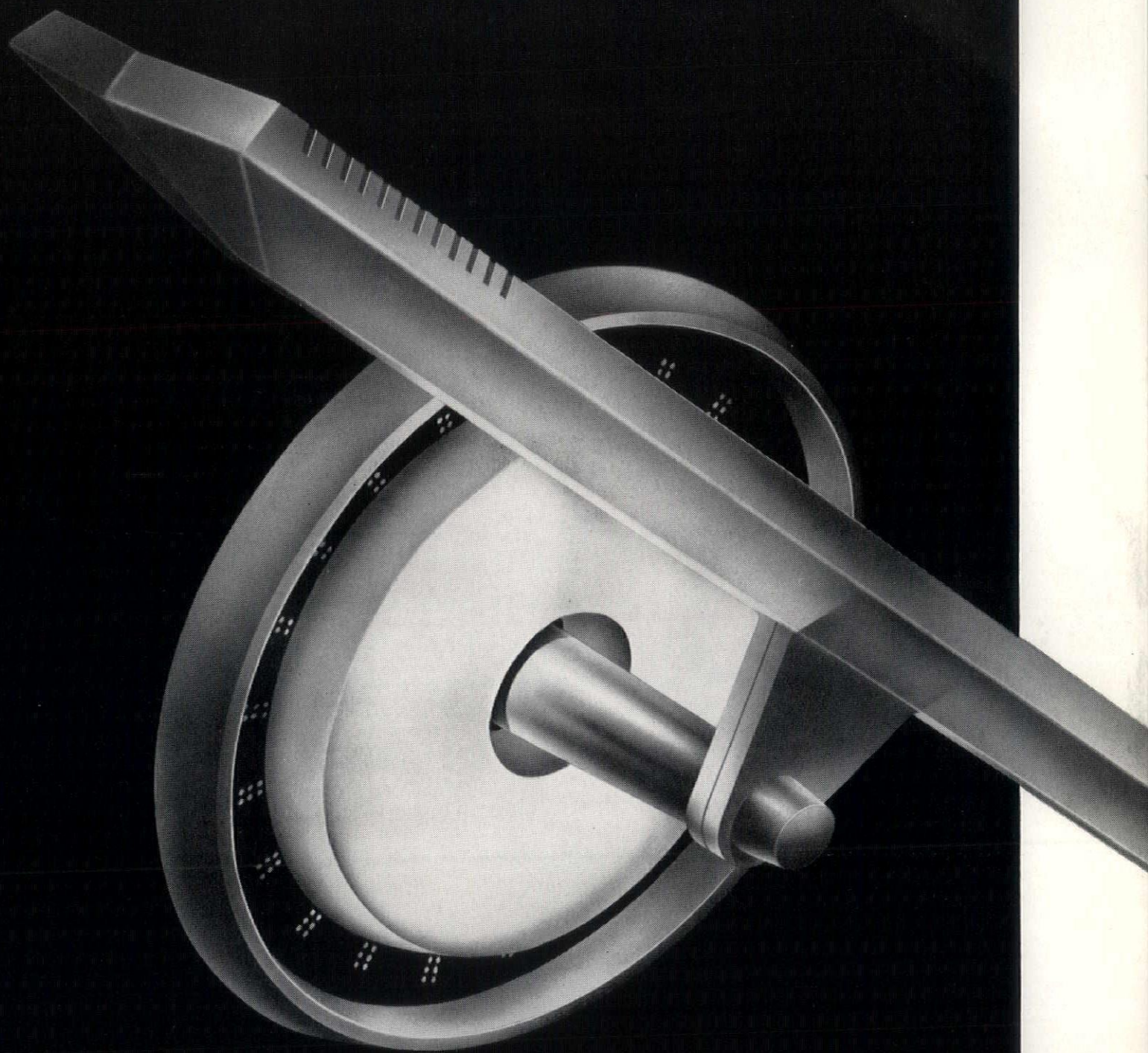
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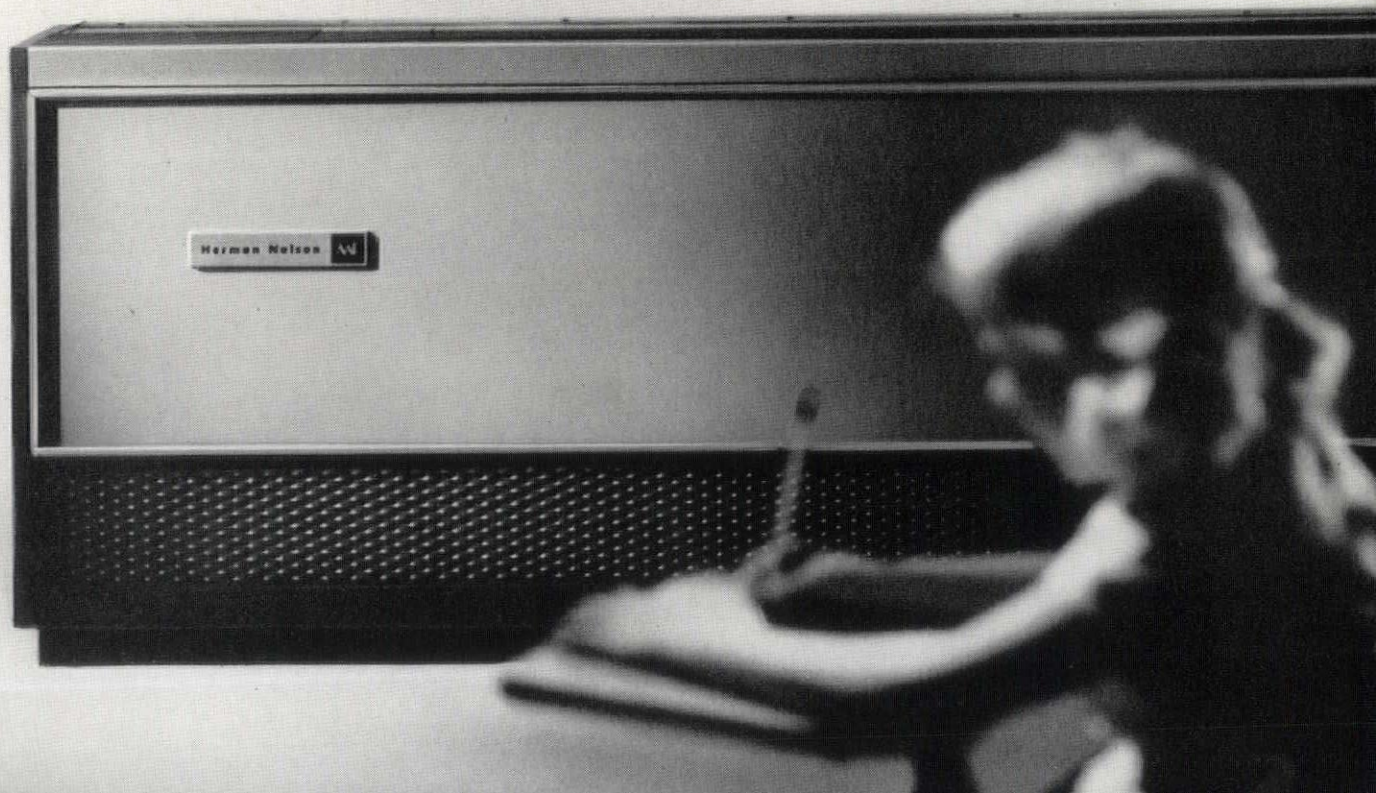
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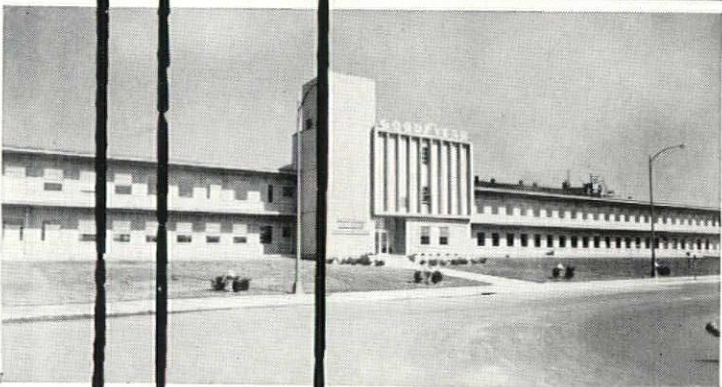


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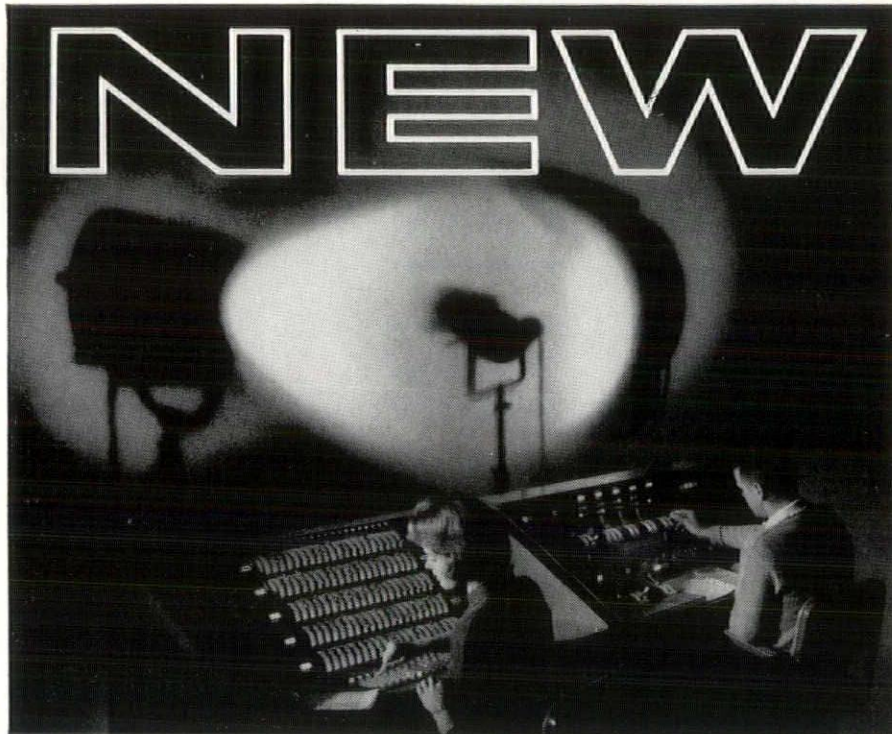
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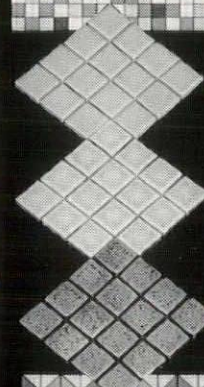
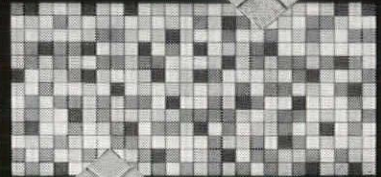
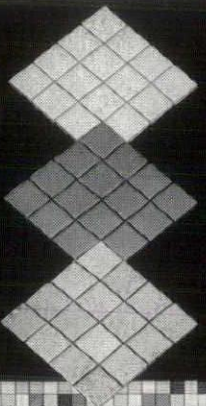


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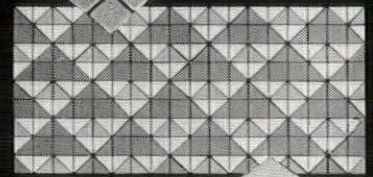


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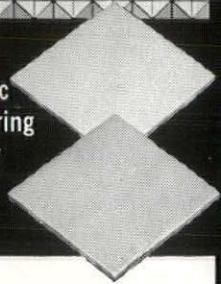
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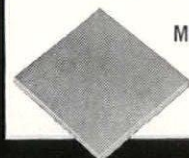
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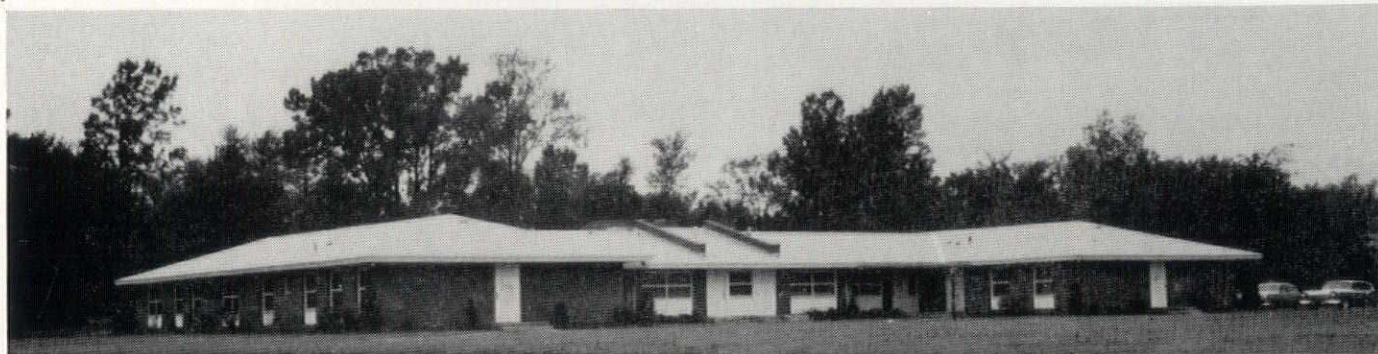
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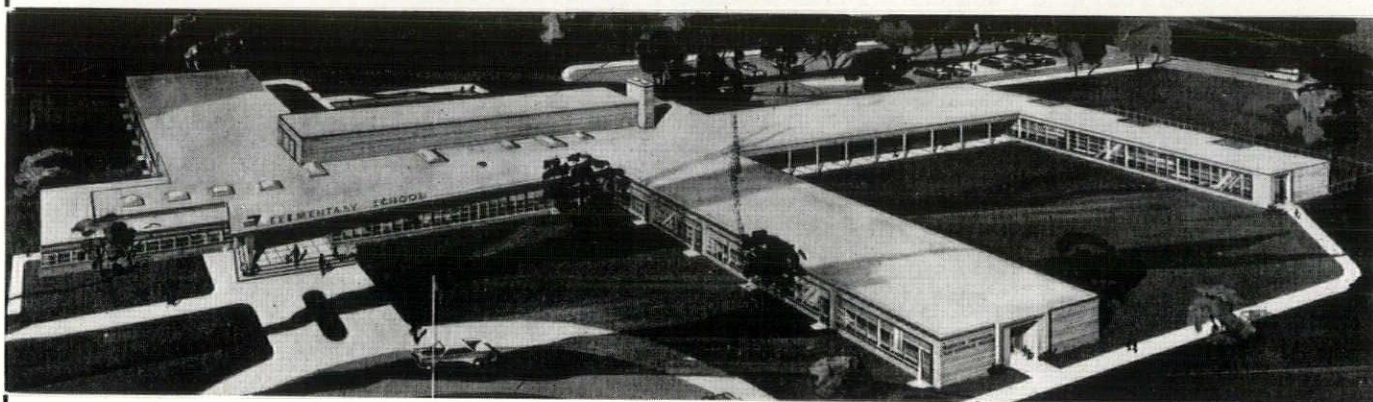
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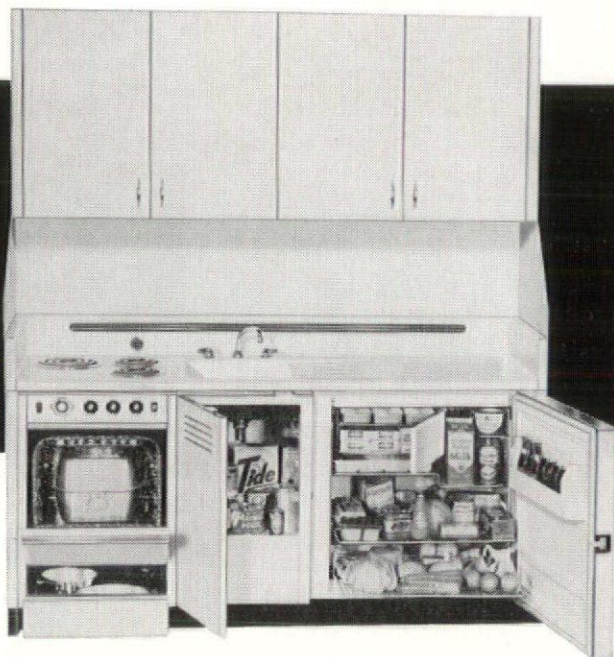
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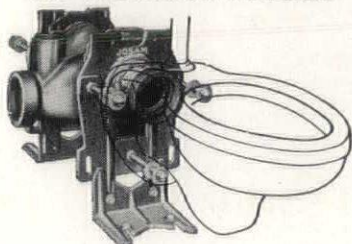
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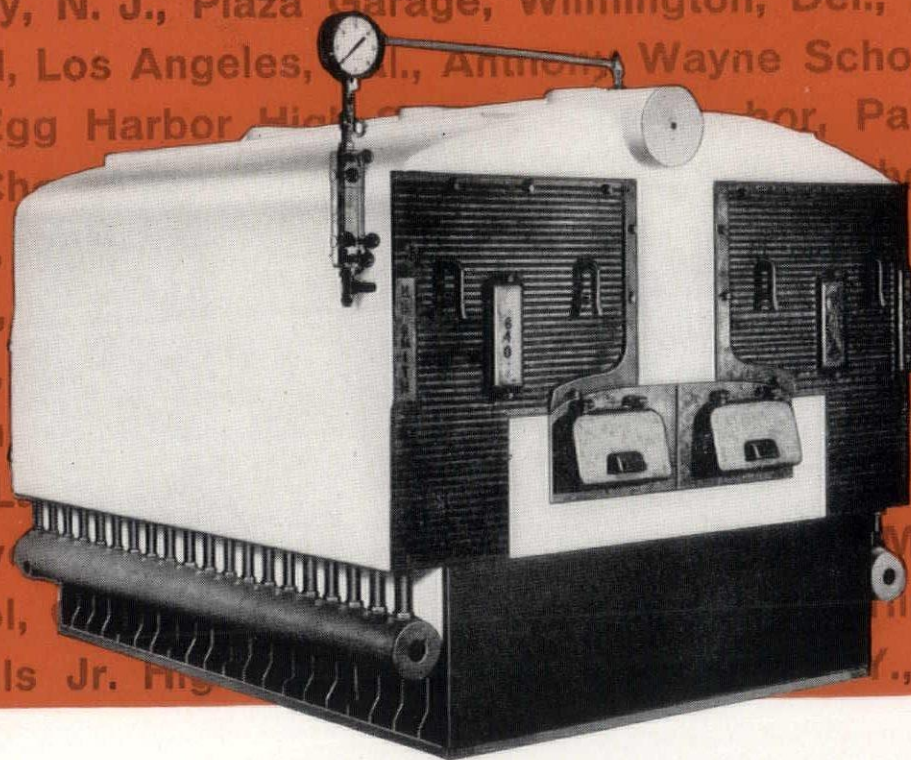
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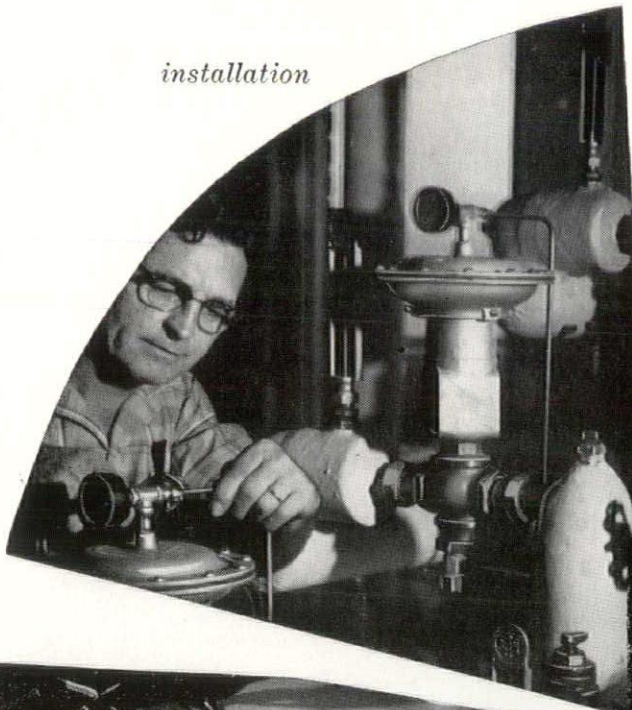
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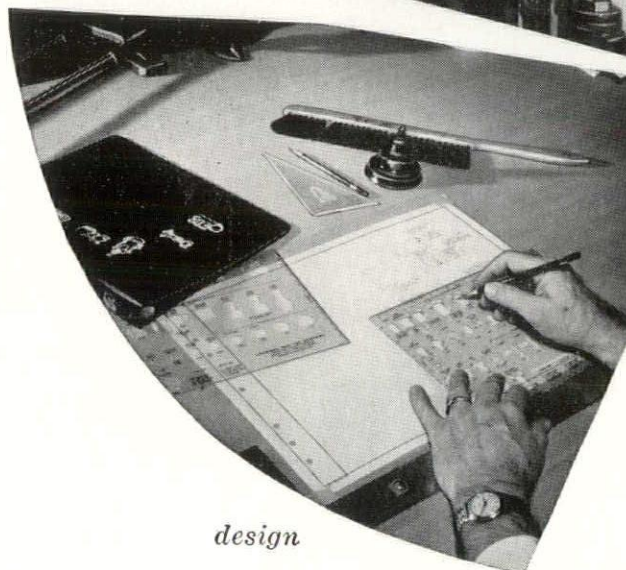
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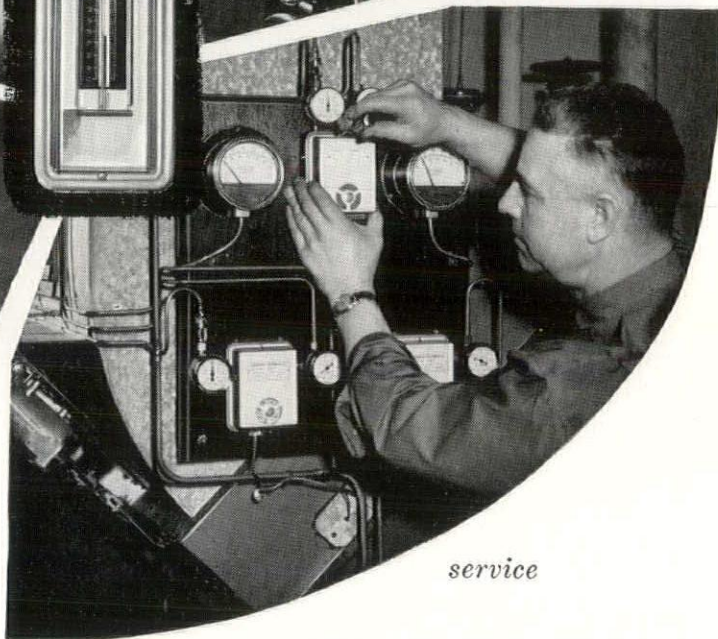
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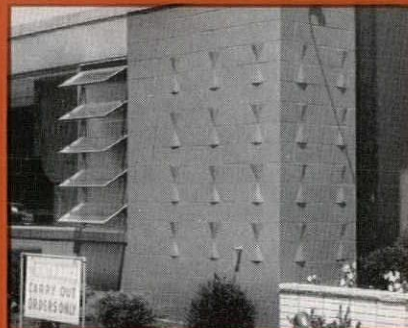
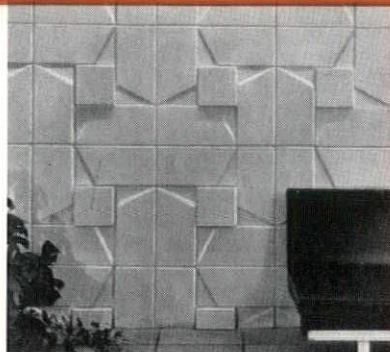
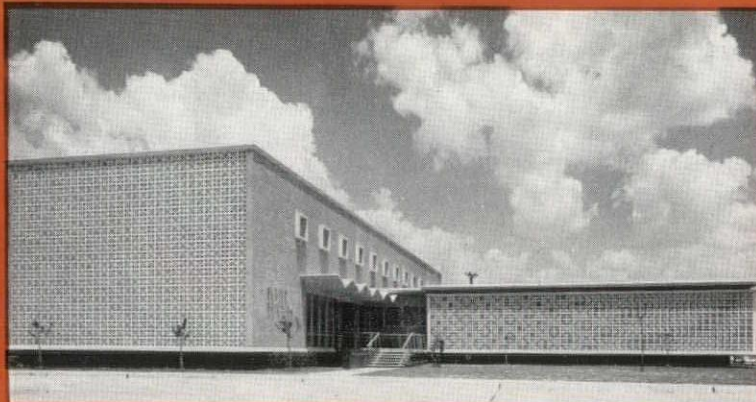
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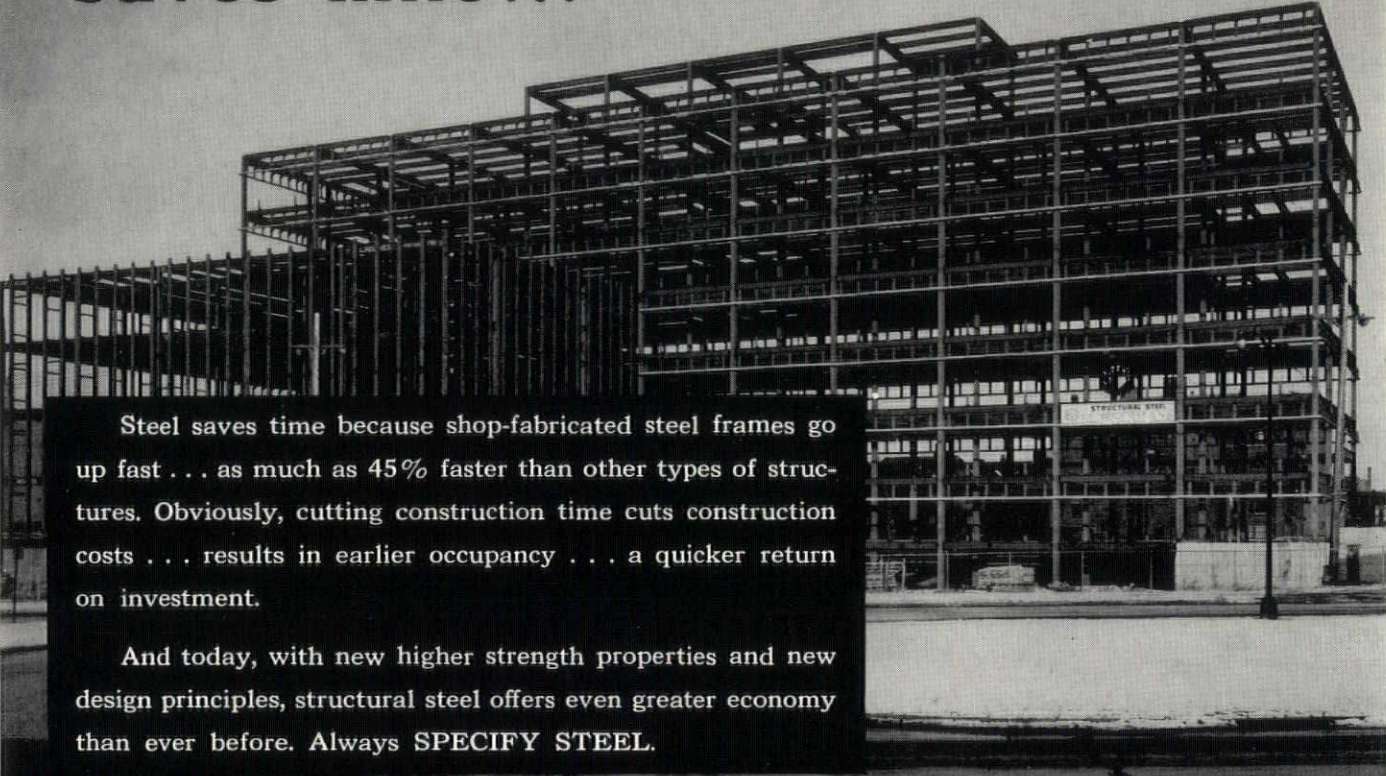
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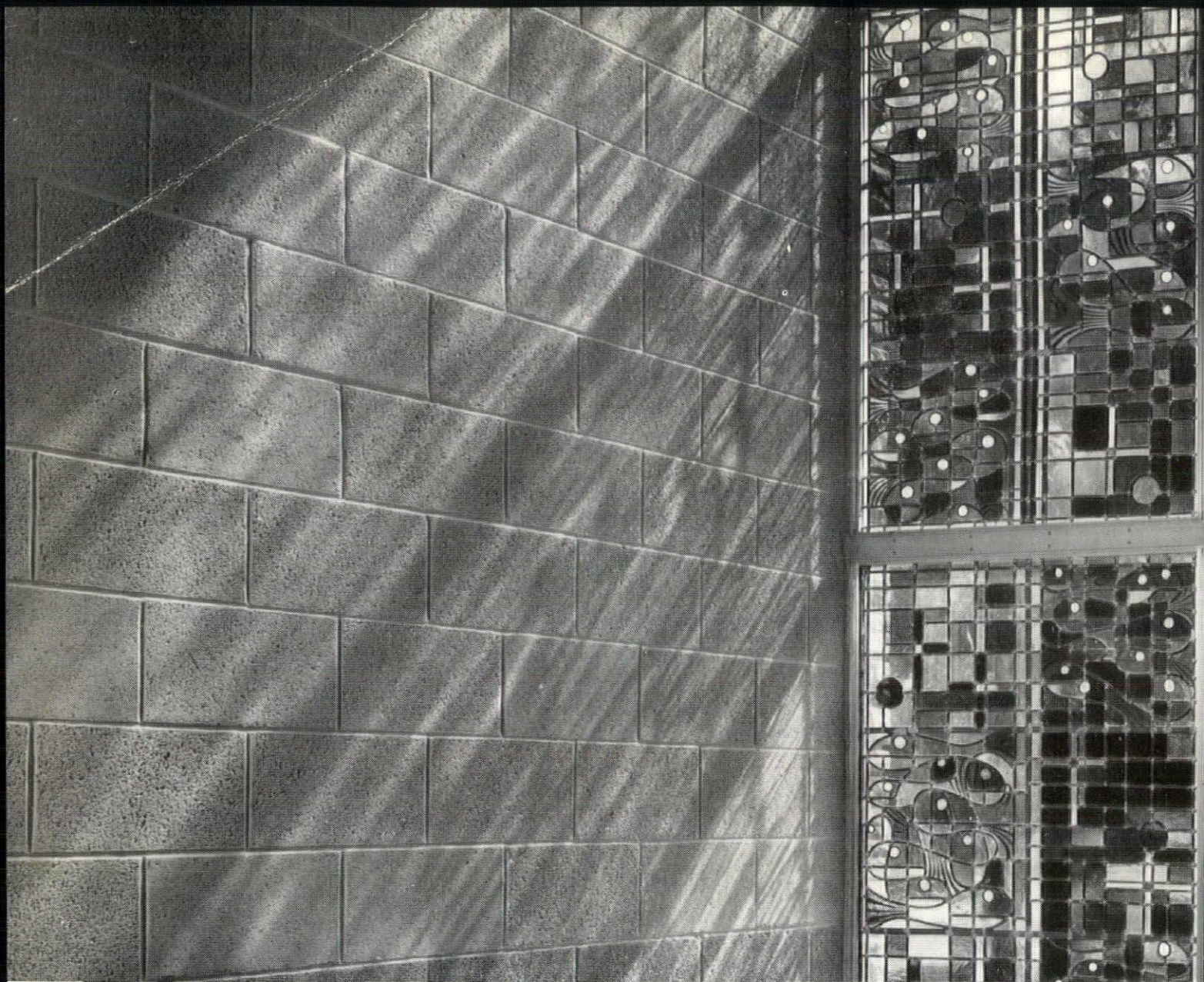
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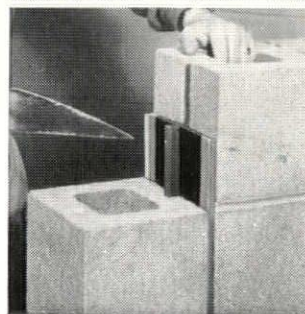
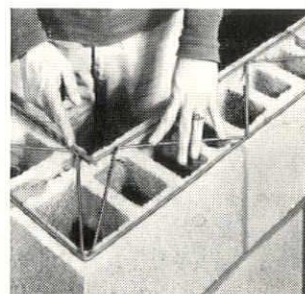
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